

# ***The Fiscal Year 2020-2024 Transportation Improvement Program***



***The Area Plan Commission of Tippecanoe County***

***20 North 3<sup>rd</sup> Street  
Lafayette, IN 47901  
[www.tippecanoe.in.gov/apc](http://www.tippecanoe.in.gov/apc)***

# ***Fiscal Year 2020 - 2024 Transportation Improvement Program***

**May 2018**

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**Prepared by the  
Area Plan Commission of Tippecanoe County**

***In cooperation with the***  
**CityBus**  
**Purdue University Airport**  
**Indiana Department of Transportation**  
**City of Lafayette**  
**City of West Lafayette**  
**Tippecanoe County**  
**Town of Battle Ground**  
**Town of Dayton**  
**Town of Clarks Hill**  
**Federal Highway Administration**  
**Federal Transit Administration**



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***Amendment No. 1, June 18, 2019***

Requested by: APC

Project: Sidewalk improvements, bus shelters, ADA facilities, and other transit related infrastructure.

Details: This modification adds a CityBus project to the TIP and the project will be using FY 2019 STBG funds.

***Amendment No. 2, July 11, 2019***

Requested by: INDOT

Projects: Three projects on I-65 and a district wide patching project.

Details: This modification adds the PE phase to the three interstate projects and corrects the des number for the patching project.

***Amendment No. 3, August 30, 2019***

Requested by: Tippecanoe County

Projects: Bridges #64 and #65

Details: This modification adds the PE phase to the two bridge replacement projects. It also changes the type of federal funds shown for the construction phase to Local Bridge Funds.

***Amendment No. 4, September 11, 2019***

Requested by: Tippecanoe County

Projects: Bridges #64 and #65

Details: This modification separated the PE funding from one amount to the cost of each individual project.

***Amendment No. 5, October 10, 2019***

Requested by: INDOT

Project: SR 26 Bridge over Goose Creek

Details: This amendment adds the project to the TIP and it includes funding for preliminary engineering and construction.

***Amendment No. 6, October 17, 2019***

Requested by: INDOT

Projects: SR 26 at CR 900E

Details: This modification adds PE funding to the project. PE funding was originally programed in the FY 2018-2021 TIP for FY 2019. This modification reprograms the funding in this TIP for FY 2020.

***Amendment No. 7, December 27, 2019***

Requested by: Tippecanoe County

Project: Yeager Road

Details: This modification reallocates a portion of FY 2020 RW funds to the PE phase for compensatory mitigation.

***Amendment No. 8, January 9, 2020***

Requested by: INDOT

Project: US 52, adding auxiliary lanes at four intersection in Tippecanoe County

Details: This amendment adds the project to the TIP and it includes funding for preliminary engineering and construction.

***Amendment No. 9, January 10, 2020***

Requested by: City of Lafayette

Project: Concord Road Trail Lighting

Details: This modification shifts federal funds from the Park East and Twyckenham projects to the construction phase of the trail lighting project.

***Amendment No. 10, March 24, 2020***

Requested by: Area Plan Commission

Project: Trade HSIP Federal Funds

Details: This modification trades FY 2020 HSIP federal funds with the Terre Haute MPO. The funds will be repaid in FY 2021 and be used for the North River Road at CR 500N project.

***Amendment No. 11, April 7, 2020***

Requested by: Tippecanoe County

Project: Klondike Road

Details: This modification reallocates FY 2020 HSIP PYB funds from the McCutcheon Ped Safety project to the Klondike Road project. The additional funds will be used for change orders.

***Amendment No. 12, April 13, 2020***

Requested by: Tippecanoe County

Project: Klondike Road

Details: This modification reallocates additional FY 2020 HSIP PYB funds from the McCutcheon Ped Safety project.

***Amendment No. 13, April 16, 2020***

Requested by: City of Lafayette

Project: South 9<sup>th</sup> Street

Details: This modification reallocates STBG and STBG PYB funds from three projects to the South 9<sup>th</sup> Street project.

***Amendment No. 14, April 21, 2020***

Requested by: Tippecanoe County

Project: Klondike Road

Details: This modification reallocates additional federal funds due to an increase cost for the railroad crossing.

***Amendment No. 15, April 27, 2020***

Requested by: Area Plan Commission

Projects: US 231 Study and Trade Federal Funds with INDOT

Details: This modification reallocates additional STBG funds to the US 231 Study and trades the balance of FY 2020 HSIP funds for INDOT FY 2021 Rural Program Federal Funds

***Amendment No. 16, May 20, 2020***

Requested by: Wabash Center

Project: Section 5310 project

Details: This modification moves their van replacement project from Table 5 to Table 4. INDOT approved their request for federal funding on May 15, 2020



***Amendment No. 17, June 11, 2020***

Requested by: Area Plan Commission

Projects: CityBus Bus Stop/Sidewalk, Yeager Rd, Twyckenham Blvd, Concord Road & Yost Dr

Details: This modification reallocates the balance of FY 2020 FHWA Federal funds from various projects and transfers it to CityBus for bus stop and sidewalk improvements.

***Amendment No. 18, June 11, 2020***

Requested by: Tippecanoe County and CityBus

Projects: Old US 231 bridge, CY 2020 operating, capital and planning projects and Route Planning Software

Details: This amendment adds the county project and route planning software to the TIP. CityBus is updating their CY 2020 projects and funding.

***Amendment No. 19, June 11, 2020***

Requested by: INDOT

Projects: Various projects on SR 25, SR 38, US 52, US 231, I-65 and various locations.

Details: This amendment updates one project programmed in the TIP and add thirteen new ones. Federal funds are requested for preliminary engineering and construction.

***Amendment No. 20, July 9, 2020***

Requested by: APC, Area IV and INDOT

Projects: FY 2021 local Federal funding, Section 5311 service, various INDOT projects

Details: This amendment addresses funding changes to FY 2021 as a result of the final FY 2020 sharing agreement with INDOT, Area IVs Section 5311 transportation service and deletes two INDOT projects, changes one and adds two new ones.

***Amendment No. 21, August 13, 2020***

Requested by: INDOT

Projects: Two INDOT statewide inspection projects

Details: This amendment adds an overhead sign structure and high mast lighting tower inspection projects. Both projects are to be done in FY 2021.

***Amendment No. 22, September 10, 2020***

Requested by: APC and INDOT

Projects: FY 2021 local Federal funding, and six INDOT projects

Details: This amendment corrects a calculation error in the FY 2021 local Federal funding and add the funding for right-of-way for two INDOT project, funding for preliminary engineering for two projects and updates the funding amount and construction year for two projects.

***Amendment No. 23, October 8, 2020***

Requested by: INDOT

Projects: Numerous INDOT projects

Details: This amendment added PE funding to seven SR 25 projects, removed and replaced a project on SR 225, added five new projects on US 52, added 14 new projects on I-65 and added three new districtwide projects.

***Amendment No. 24, November 12, 2020***

Requested by: CityBus

Project: Add Section 5310 and Section 5339 projects

Details: This amendment adds four Section 5310 projects and one Section 5339 project.

***Amendment No. 25, November 12, 2020***

Requested by: Area Plan Commission

Project: Yost Drive

Details: This amendment removes the project from the TIP per request of the Dayton Town Board.

***Amendment No. 26, January 6, 2021***

Requested by: Area Plan Commission

Project: Trade HSIP Federal Funds

Details: This modification trades FY 2022 and FY 2024 HSIP federal funds with the NIRPC MPO. The funds will be used for the North River Road at CR 500N project

***Amendment No. 27, January 14, 2021***

Requested by: INDOT

Projects: Four projects

Details: This amendment updated three projects and programed a new one. The updated projects are on SR 26, SR 38 and SR 43. The new project is a districtwide ITS program equipment project.

***Amendment No. 28, February 11, 2021***

Requested by: INDOT

Projects: Eight I-65 projects

Details: This amendment adds additional funding to the main widening project, updates the construction date for four related projects and updates the construction date and costs to three related projects.

***Amendment No. 29, January 12, 2021***

Requested by: INDOT

Projects: Two I-65 projects

Details: This modification splits the main I-65 widening project into two projects. It also updated the preliminary information for the original project.

***Amendment No. 30, March 11, 2021***

Requested by: CityBus

Projects: CY 2021 operating, capital and planning projects

Details: This amendment updates their CY 2021 projects and funding.

***Amendment No. 31, May 13, 2021***

Requested by: Tippecanoe County

Projects: North 9<sup>th</sup> Street Road bridge over the Wabash River

Details: This amendment adds the county project to the TIP.

***Amendment No. 32, May 13, 2021***

Requested by: West Lafayette

Projects: Sagamore Parkway Trail

Details: This amendment adds extra Federal funding to the preliminary engineering phase.

***Amendment No. 33, June 7, 2021***

Requested by: West Lafayette

Projects: Sagamore Parkway Trail

Details: This modification follows up the May 12, 2021, amendment. The funds were not able to be programmed in FY 2021 due to INDOT's end of fiscal year cut-off date. The modification changes the funding year from 2021 to 2022



## Executive Summary

The Transportation Improvement Program (TIP) is a capital improvement plan that coordinates the implementation of all transportation projects within Tippecanoe County. It includes projects receiving funds from the U.S. Department of Transportation and those funded solely with local revenue. The time period covered by this TIP is five years: Fiscal Years 2020 through 2024. The 2020 State fiscal year begins on July 1<sup>st</sup>, 2019.

The Fixing America's Surface Transportation Act (FAST Act) was signed into law on December 4, 2015. The Act requires all Metropolitan Planning Organizations (MPOs) to develop a TIP. It further states that the TIP shall be developed in cooperation with the State and public transportation operators and it must be developed through a performance-driven, outcome based approach to planning for metropolitan areas of the State. The process for developing the TIP shall provide for consideration of all modes of transportation and shall be continuing, cooperative and comprehensive to the degree appropriate, based on the complexity of the transportation problems to be addressed. This TIP complies with the requirements set forth under the FAST Act.

The FAST Act expires on September 30, 2020. This document assumes that all requirements in the FAST Act will continue in fiscal years 2021 through 2024.

The TIP is a multi-modal budgeting tool that specifies an implementation timetable, funding sources, and responsible agencies for transportation projects. Projects are advanced by all of the following nine implementing agencies:

- The City of Lafayette
- The City of West Lafayette
- Tippecanoe County
- The Town of Dayton
- The Town of Battle Ground
- The Town of Clarks Hill
- The Greater Lafayette Public Transportation Corporation (CityBus)
- The Purdue University Airport
- The Indiana Department of Transportation

The proposed projects address anticipated future problems as well as respond to ever changing conditions. Some projects are selected in response to needs documented in the various long-range plans, while other projects address emerging situations needing attention. The TIP provides local governments with a comprehensive funding plan for transportation improvements for the next five years.

Over \$460 million is programmed over the next five years with the majority (54%) being locally initiated projects. This community proposes to spend over \$210.5.8 million for locally initiated projects and benefit from over \$210.5 million in State initiated projects between FY 2020 and FY 2024. The Federal share for these projects is just over \$274.0 million (\$94.7 million and \$179.3 million respectively). The complete Five-Year Program of

Projects is listed in **Tables 4** through **7**. Maps showing project locations are in **Figures 1** through **4**. Those projects in **Tables 5** and **7** are included for informational purposes only.

For FY 2020, local jurisdictions requested over \$20.9 million in Federal Funds. These funds will be used to reconstruct roads, improve intersections, construct trails, operating and capital transit projects, and an airport project. These projects are shown in **Table 4, Funded Local Projects**.

All federally funded projects in the TIP are limited by the funds available at all levels of government (local, state, and federal). These projects are the most pressing but in no way reflect all the community's transportation needs. The TIP development process assures that our limited allocation of funds are used where the need is greatest.

This report is divided into twelve sections. Section one explains the public and private participation process. Section two documents the Environmental Justice process. The next section reviews the status of all the governmental ADA transition plans within the planning area. Section four summarizes early environmental reports, or Red Flag Investigations, for local projects in the TIP. The process for selecting projects comprises the fifth section. The sixth section contains the Five-Year Program of Projects for the metropolitan area and is listed by fiscal year and phase. Section seven provides a financial summary and multi-year investment plan. Section eight explains how prioritized projects were selected. The FAST Act requires projects to be selected based on performance measures. A discussion of the performance measures used in project selection is reviewed in section nine. Section ten provides an analysis of the financial capacity of CityBus. A short discussion of the progress of both local and INDOT projects over the past year is covered in the eleventh section. Section twelve reviews Intelligent Transportation Systems (ITS) characteristics of local projects. A summary of public responses to the proposed TIP are in **Appendix 5**.

The FAST Act requires all Metropolitan Planning Organizations to publish an annual listing of projects for which federal funds have been obligated in the preceding year. This information is covered in a separate more detailed report, the Annual Listing of Projects, Fiscal Year 2018, which is available at the APC office and on the APC web site at: <http://www.tippecanoe.in.gov/378/Area-Plan-Commission-APC>.

## 1. *Public / Private Participation Process*

The FAST Act requires all Metropolitan Planning Organizations to provide stakeholders a reasonable opportunity to comment on the TIP and the proposed projects. This includes providing: adequate public notice, timely information to various organizations, reasonable public access to technical and policy information, and seeking out and considering the needs of those traditionally underserved. The process must involve citizens, freight shippers, traffic, safety and enforcement officials, private transportation providers, representatives of users of public transit, and local elected officials.

In response to the FAST Act, the Area Plan Commission of Tippecanoe County has a proactive participation process. The main source of public input is through the Policy Board and its advisory committees. Notification of committee meetings and other important information is given by personal contacts, publication of legal notices, and posting notices in public places. Personal contacts include notifying by letter representatives from the trucking industry, freight transportation services, railroads, bicycle clubs, minority groups, local private transportation providers, neighborhood organizations, users of public transit, and Citizen Participation Committee members.

### **Policy Board and Advisory Committees**

The public, stakeholder organizations, business representatives and government officials have the opportunity to participate in the development of the TIP through the Policy Board and its advisory Committees: the Technical Transportation Committee and the Citizen Participation Committee. The committees are an integral part of the planning process and advise the Policy Board on planning matters. The public is encouraged to attend all committee meetings and an opportunity to speak is provided at each.

#### *Policy Board*

The Policy Board is comprised of the chief elected officials from the Cities of Lafayette, West Lafayette, and Tippecanoe County. Members also include representatives from INDOT and CityBus. Members of this committee ultimately make financial commitments to implement TIP projects. Meetings are held on the second Thursday of every month and agendas are posted as provided by law and sent to the media a week prior to meetings.

#### *Technical Transportation Committee*

The Technical Transportation Committee (TTC) draws from the advice and knowledge of various local, state, and federal government engineers and planners, traffic officers, and transit and airport operators. Members have important responsibilities for designing, operating, and maintaining the transportation system. This group makes recommendations to the Policy Board on TIP development, project prioritization, and amendments. The public is also asked to provide input and suggestions. The TTC meets on the third Wednesday afternoon of each month. Agendas are posted and sent to the media a week prior to meetings.



### *Citizen Participation Committee*

The Citizen Participation Committee (CPC) is a broad-based, grassroots committee of citizens. They provide a link for disseminating information to nearly 30 organizations in the Greater Lafayette area. In addition to providing information, the meetings allow for group representatives to give feedback on topics from previous meetings. The meetings are scheduled quarterly and are held on the 2<sup>nd</sup> Wednesday of the month. Agendas are mailed to all representatives and sent to the media one to two weeks prior to the meeting.

### *Area Plan Commission*

The Area Plan Commission of Tippecanoe County (APC) is designated by the Governor as the Metropolitan Planning Organization for the Lafayette, Indiana metropolitan area. APC is responsible for transportation planning and directs federally funded projects and programs within the Metropolitan Planning Area. Meetings are held on the third Wednesday evening of each month. The APC does not approve the TIP and only approves transportation plans if the plan is to become part of Tippecanoe County's Comprehensive Plan.

For this TIP, information regarding the document was presented at the December and March CPC meetings. During the first meeting, the process used to develop the TIP, and the draft list of projects were presented and discussed. The priorities recommended by the TTC and the draft document were presented and discussed at the March meeting. All comments and questions from participants can be found in **Appendix 5**. The March meeting notification letter stated that the draft document was available on the APC transportation web site. The March CPC meeting was also the formal public hearing.

## Notices

The public participation process included posting public notices (in English) at the following key locations: Lafayette and West Lafayette City Halls, the County Office Building, West Lafayette Community Center, the Tippecanoe County Senior Center, CityBus administration building and Downtown Transfer Center, the West Lafayette Public Library, the Tippecanoe County Public Library branches (downtown, Wyandotte and Lindberg campuses), IVY Tech, and at the Hanna Center. Notices in Spanish were posted at Mama Ines Bakery, Mama Ines Bakery South, Del Real Auto Sales, Manalo Auto Sales, Jalisco Grocery and Rodriguez Law P.C.

Three notices were posted during the development of this TIP. The first notice stated that the draft TIP was being developed and when the TTC would review and prioritize local projects requesting federal funds. The second notice informed the public when the public meeting would be held. The third notice stated that the draft document was completed, how to obtain a copy, and when the TIP would be considered and possibly adopted by the Policy Board. The first notice was posted more than 90 days before adoption of the document.

Three legal advertisements were published in each local newspaper, one daily and one weekly, concerning the: TIP development process, project lists, prioritization and adoption of the TIP. The first notice announced that the TIP was in development and when the Technical Transportation Committee would review and prioritize local projects requesting federal funds. The second advertisement stated when the Policy Board would discuss the TIP and

act on its adoption. All notices provided an invitation to inspect the draft TIP and all pertinent material.

One press release was issued before the formal public hearing. It invited the public to the meeting and stated that the draft document was available on the APC transportation web site or at the APC offices. The press release was sent to ten news organizations.

Three letters were mailed to stakeholders before TIP adoption. The first letter was sent more than 90 days prior to adoption and included: a basic introduction, the content of the TIP, and how projects receive federal funds. It also stated when the TTC would review and prioritize local projects requesting federal funds. As an additional opportunity to provide information and receive comments, the letters included the address, email, and phone number of a staff contact person.

The second letter notified when the public hearing would be held. It included a link to the APC web page where the draft TIP is available. It provided additional information about the TIP and stated that the draft document was complete and available for review either via the internet or upon request. The date, time and location of the Policy Board meeting to discuss and possibly adopt the TIP were also provided. The letter included a staff contact name, phone number and address.

The third letter announced the date, time and location when the Policy Board would discuss and possibly adopt the document.

The draft document was posted on the APC web site and on Tippecanoe County's Facebook page. A public comment link was also included on the APC web page.

If significant differences existed between the TIP reviewed by the public and the TIP proposed for adoption, an additional public meeting would have been held. That was not necessary for this TIP. During the development process, all comments and questions received are noted in **Appendix 5**.

The Federal Transit Administration requires the MPO to institute a process that encourages participation of private enterprises in developing plans and programs funded by the Federal Transit Administration. The process incorporates an early notice by letter to private transportation providers of proposed public-sector transit service as well as an opportunity to review and comment on the TIP prior to Technical Committee and Policy Board adoption.

Prior to TIP development, staff compiles a list of private transportation providers in the community. The list is generated from the APC's clipping file, the telephone directory, the internet and the Polk City Directory. Phone contact is then made to ensure that: 1) the operator is still in business, 2) that staff has the correct address and name of the general manager or owner, and 3) that the operator does in fact provide transportation services. The aforementioned letters notify these providers that the Area Plan Commission is developing the TIP, when projects will be prioritized, and when the TIP will be adopted. They were also directed to the APC web site if they were interested in the lists of local and INDOT projects.

## 2. Environmental Justice

Environmental Justice is a vital component of the TIP and it amplifies and strengthens Title VI of the Civil Rights Act of 1964. Environmental Justice assures that minorities and persons of low income are considered in programming and funding the projects shown in this document. Transportation improvements must not disproportionately impact those sectors of the Community.

Environmental Justice encompasses three principles. The first is to avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority and low-income populations. The second is to ensure the full and fair participation by all those potentially affected in the transportation decision-making process. The third is to prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations.

All new non-maintenance, reconstruction, and added travel lane projects requesting federal funds in this TIP were reviewed using APC's Environment Justice Evaluation Process. Projects were compared to those identified in the **2045 Metropolitan Transportation Plan, The Future of Mobility (2045 MTP)** and the **FY 2018-2021 Transportation Improvement Program**. If a project is shown in either as having a possible negative impact, it is listed below. New projects that have not been previously reviewed go through the evaluation process. The first step, a macro review, determines if the project locations are in areas with concentrations of minority groups and/or low-income populations. If the project is found to be in or near such an area, a micro review is conducted that evaluates the project according to nine concerns: displacement of residents; increase in noise and air pollution; creation of barriers in neighborhoods; destruction of natural habitat; reduction in access to transit; reduced access to walkways, displacement of persons, businesses, farms, nonprofit organizations; increase in traffic congestion; and isolation.

### *Projects with Possible Findings*

#### *Local Projects:*

Lindberg Road,	Park East Boulevard,
Morehouse Road,	South 9 <sup>th</sup> Street, and
Yeager Road (Tipp. Co.),	Yost Drive
Soldiers Home Road Phase 1,	

#### *INDOT Projects:*

SR 43, at the northbound and southbound I-65 ramps,  
US 231, at CR 800S and at SR 28,  
US 231, from I-74 to 2.87 miles north of SR 28

To assure opportunity for full participation by persons potentially affected, staff uses local community organizations and groups as the communication conduit. This follows recommendations in the US DOT manual entitled Public Involvement Techniques for Transportation Decision-Making. The Citizen Participation Committee includes most of these organizations and groups plus neighborhood organizations.

### 3. *Americans with Disabilities Act Project Review*

FHWA's regulatory responsibility under Title II of the Americans with Disabilities Act (ADA) and Section 504 of the Rehabilitation Act of 1973 (504) require that recipients of Federal aid, either State or local entities that are responsible for roadways and pedestrian facilities, do not discriminate on the basis of disability in any highway transportation program, activity, service or benefit they provide to the general public. The State and local entities must ensure that people with disabilities have equitable opportunities to use the public right-of-way system.

ADA and Section 504 requires states and local governments, with 50 or more employees, to develop a Transition Plan which is intended to identify system needs and integrate them with the planning process. The transition plan and its identified needs must be fully integrated into the TIP. Agencies must incorporate accessibility improvements into the transportation program on an ongoing basis in a variety of ways.

MPOs are to ensure that local public agencies with projects in the TIP have provided the status of their ADA Transition Plan to the MPO. The MPO must report completion status to FHWA and INDOT. **Table 1** summarizes the status of all Local Public Agency (LPA) transition plans.

**Table 1: Status of LPA and INDOT ADA Transition Plans**

LPA	Status of Transition Plan	Adoption Date
Tippecanoe County	Adopted	December 17, 2012
City of Lafayette	Updated	March 14, 2014
City of West Lafayette	Adopted	December 18, 2012
Town of Battle Ground	Adopted	December 10, 2012
Town of Clarks Hill	Adopted	December 3, 2012
Town of Dayton	Adopted	December 3, 2012
INDOT	Updated	February 15, 2013

Through the "Call for Projects", all LPAs were asked if their proposed projects meet ADA requirements. All local projects that are shown in this TIP are being designed to meet PROWAG standards.

CityBus has submitted the required ADA self-certification as part of their annual certification. The operating assistance being requested in this TIP will be used to continue the paratransit service.

## 4. Red Flag Investigations and Review

Any state or local government project that receives federal funds must consider potential consequences and impacts to the social and natural environment. This requirement became law when enacted by the US Congress on January 1, 1970 and it is known as the National Environmental Policy Act (NEPA).

To help in considering environmental issues early in the transportation planning process, as well as shorten the time to complete a project, the Federal Highway Administration encouraged MPOs to conduct Red Flag investigations (RFI) for all local projects that may use federal funds. Each RFI evaluates a project's potential impact on infrastructure, water resources, mining/mineral exploration, hazmat, ecological information, and cultural resources within a ½ mile radius of the proposed project. Any and all concerns are documented in the analysis.

In developing this TIP, MPO staff performed red flag investigations for all new projects in which preliminary engineering has not yet started. They are shown in **Table 2**.

**Table 2: Red Flag Investigations**

Project	Location	Jurisdiction
South 9 <sup>th</sup> Street	Brick "N" Wood to Veterans Memorial	Lafayette
Yost Drive	Haggerty Lane to existing road	Dayton
Concord Road	Maple Point Ext. to Veterans Memorial Dr.	Lafayette
South 18 <sup>th</sup> Street	at Linear Trail	Lafayette
Soldiers Home Rd, Ph 1	bridge over Sagamore Parkway to north of Kalberer Road	West Lafayette

Each report includes a short narrative, an individual summary for each of the six factors, a recommendation section and maps. The analysis uses INDOT's data supplemented with local GIS databases and compares individual overlays of each of the six factors to the project location and area. **Table 3** shows the number of recommendations and the type of possible environmental concern.

**Table 3: Red Flag Investigation Recommendations**

Project	Number of Recommendations	Recommendations					
		IN	WR	M	HC	EI	CR
South 9 <sup>th</sup> Street	2	✓	✓				
Yost Drive	2				✓	✓	
Concord Road	3	✓	✓		✓		
South 18 <sup>th</sup> Street	1	✓					
Soldiers Home Rd, Ph 1	2	✓	✓				

*Recommendation Codes: Infrastructure (IN), Water Resources (WR), Mining/Mineral Exploration (M), Hazmat Concerns (HC), Ecological Information (EI) and Cultural Resources (CR)*

In reviewing the individual reports, the most prevalent recommendation is coordination with other agencies whether it's related to underground infrastructure, railroads, flood plains, wetlands, drainage ponds and endangered species. Individual agencies have been identified who should be involved in the more detailed environmental analysis. The individual RFI reports are not included in this document but are available at the Area Plan Commission office.

## 5. *Project Selection Process*

The project selection process in developing this TIP began in October of 2018. Project identification, review and selection procedures are as follows:

1. Projects are submitted by the local agencies that are listed in the Executive Summary.
2. Projects are reviewed and assembled by the MPO staff.
3. The first public notice is given which includes mailing, contact letters and legal ads in two local newspapers as outlined in the Public/Private Participation Process. The notice states the meeting time and date when the Technical Transportation Committee will review, discuss and allocate the local federal funds and recommend which INDOT projects are a priority to this community.
4. The draft project list and TIP development process is presented to the CPC.
5. Transit projects are endorsed by the Board of Directors of CityBus.
6. The Technical Transportation Committee reviewed, discussed and prioritized the local projects requesting federal funds and INDOT projects.
7. The draft TIP is developed and then made available for review and comment on the APC transportation web page.
8. The draft TIP is submitted to INDOT, FHWA and FTA for review.
9. A second public notice is posted and a letter sent notifying when the public hearing will be held.
10. The draft document is presented at the March CPC meeting. Members are informed when the document will be reviewed and possibly adopted by the Policy Board. The March CPC meeting is also the formal public hearing.
11. The draft TIP is reviewed and endorsed by the Technical Transportation Committee.
12. A third public notice is distributed notifying citizens that a draft document has been developed along with the date and time when the Policy Board will review and potential adopt the TIP.
11. The Policy Board reviews and approves the draft TIP by resolution.
12. If the final TIP differs significantly from the one made available for public comment, an additional opportunity for public comment is scheduled.
13. The adopted TIP is submitted to: INDOT, FHWA, FTA and the local participating agencies and posted on the APC web site.

The Policy Board, at its May 9, 2019 meeting, adopted the FY 2020-2024 Transportation Improvement Program with the concurrence of the CityBus Board of Directors (December 20, 2018) for the transit portion. The TTC, PB, CPC, and Board of Directors meetings comply with open door requirements. Notification to news media, posting notices and agendas all occurred in advance of these meetings.

## 6. *The Five-Year Program of Projects*

The Five-Year Program of Projects is required to include all projects that will use financial assistance from the US Department of Transportation. Most of the projects listed in this section use State and or Federal funds. The program also includes all significant non-federally funded projects, whether state or locally initiated. Non-financially constrained projects (not yet fully funded), both local and state, are also shown but in separate exhibits. They are shown for informational purposes only and as a reference of future projects.

All local projects are listed in **Tables 4** and **5** with their locations shown in **Figures 1** and **2**. **Tables 6** and **7** and **Figures 3** and **4** show all state projects. A summary of the funding sources for the locally initiated projects is in **Table 25**. Projects for which Surface Transportation Block Group (STBG) II funds will be used and their amounts are listed by fiscal years in **Tables 8** through **12**.

The Five-Year Program of Projects contemplates a total transportation budget of over \$460.8 million for the five-year period. In FY 2020, over \$65.7 million is programmed for both local and state projects in the community. The U.S. Department of Transportation's share of the cost is over \$39.7 million with locally initiated projects programmed for \$20.9 million and state projects programmed for \$18.7 million. The cost for individual projects and their federal, state, and local amounts are found in **Tables 4, 5, 6** and **7**. Project cost estimates reflect year of expenditure dollars.



## Key to Abbreviations

- ADA** - Americans with Disabilities Act
- AIP** - Airport Improvement Plan
- APC** - Area Plan Commission of Tippecanoe County
- AVL** - Advanced Vehicle Location System.
- COIT** - County Option Income Tax
- CPC** - Citizen Participation Committee
- CRRSAA** – Coronavirus Response and Relief Supplemental Appropriations Act
- DES NO** - Designation Number. These are project numbers used by the Indiana Department of Transportation and the Federal Highway Administration.
- FAST ACT** – Fixing America’s Surface Transportation Act
- FEDERAL SHARE (FED)** - The amount of funds the USDOT will match for the project.
- FFY** - Federal Fiscal Year. The Federal Fiscal year begins on October 1<sup>st</sup>.
- FHWA** - Federal Highway Administration
- FUND TYPE** - This identifies the source of funding.
- FRA** - Federal Railroad Administration
- FTA** - Federal Transit Administration
- FY or Fiscal Year** - The State fiscal year. Fiscal Year 2020 begins on July 1<sup>st</sup>, 2019 and ends on June 30<sup>th</sup>, 2020.
- GLPTC** - Greater Lafayette Public Transportation Corporation (a.k.a. CityBus)
- HSIP** - Highway Safety Improvement Program funds
- IDEM** - Indiana Department of Environmental Management
- INDOT** - Indiana Department of Transportation
- KB&S** - Kankakee Beaverville & Southern Railroad
- LOCATION & PROJECT TYPE** - Specifies the project, where it is located, its general termini and a short description of the project. More complete project information can be obtained from the FA-3 form.
- LPA** - Local Public Agency. A local government body (i.e. City of Lafayette, West Lafayette, or Tippecanoe County) eligible to receive USDOT funding
- MAP 21** - Moving Ahead for Progress in the 21<sup>st</sup> Century
- MPO** - Metropolitan Planning Organization
- NS** - Norfolk Southern Railroad
- NHS** - National Highway System

**PHASE (Ph)** - Road projects are broken down into implementation stages. The definition of the stages and the abbreviations are as follows:

**PE or Preliminary Engineering** is the initial phase of a project and includes planning, environmental, engineering, and design activities.

**RW or Right-of-Way** is the next phase (if needed) and involves obtaining the necessary land for the project and includes right-of-way engineering.

**CN or Construction** is the final stage when construction is performed and often includes construction engineering/supervision.

Other projects proposed by LPAs, the Purdue University Airport and transit systems may include:

**ST or Study**

**OP or Operating Assistance**

**CA or Capital Assistance**

**EQ or Equipment**

**IN or Inspection**

**ED or Education Program**

**PN or MPO Planning**

**PMTF** - Public Mass Transportation Funds. These funds are generated through revenues raised from the State sales tax.

**PB** - Policy Board

**PYB** - Prior Year Balance. These federal funds are the agreed to balance of SAFETEA-LU and MAP-21 funds created under INDOT's federal funding policy.

**SMRF Funds** - State Matching Regulatory Funds

**STBG** - Surface Transportation Block Group funds. These funds are dedicated in the FAST Act and divided into sixteen different categories. Each category specifies where and how they can be spent. Several categories include: Urban, Rural, Recreational Trails, and Transportation Alternatives. Urban funds are dedicated funds for cities with a population over 200,000 and between 50,000 to 200,000 persons.

**TA** - Transportation Alternative Funds

**TCCA** - Tippecanoe County Council on Aging

**TDP** - Transit Development Plan

**TFP** - Thoroughfare Plan

**TIF** - Tax Increment Financing

**TIP** - Transportation Improvement Program

**MTP** - Metropolitan Transportation Plan for 2045

**TTC** - Technical Transportation Committee

**UAB** - Urban Area Boundary

**USDOT** - United States Department of Transportation

## *Funding Codes*

### **Federal Funds:**

AIP	Airport Improvement Program
BRIS	Bridge Inspection Funds
BR	Bridge Funds
FF	Federal Funds Not Specified
FLAP	Federal Lands Access Program
HPP	High Priority Projects Program Funds (SAFETEA-LU)
HSIP	Highway Safety Improvement Program
IM	Interstate Maintenance
INTERSTATE	MAP 21 Interstate Funds
NHS	National Highway System
NHPP	National Highway Performance Program
PL	Federal Metropolitan Planning Funds
S7C	Capital Assistance Grant, Section 5307 FTA Funds
S7O	Operating Assistance Grant, Section 5307 FTA Funds
S7P	Planning Assistance Grant, Section 5307 FTA Funds
S9C	Capital Assistance Grant, Section 5309 FTA Funds
S10	Capital Assistance Grant, Section 5310 FTA Funds
S11	Section 5311, Rural Program
S16	Section 5316, Job Access & Reverse Commute (JARC)
S17	Section 5317, New Freedom funds
S39C	Capital Assistance Grant, Section 5339 FTA Funds
STBG	Surface Transportation Block Grant Program
RHC	Railway-Highway Crossing Funds
TA	Transportation Alternatives Set Aside Funds

### **Local Funds:**

L1	County Option Income Tax (COIT)
L2	Cumulative Bridge Funds (CBF)
L3	Cumulative Capital Funds (CCF)
L4	Economic Development Income Tax (EDIT)
L5	General Funds (GF)
L6	Greater Lafayette Community Foundation (GLCF)
L7	General Obligation Bonds (GOB)
L8	Wheel Tax (WT)
L9	Local Road and Street Funds (LR&S)
L10	Local Property Tax (LPT)
L11	Revenue Bond Funds (RBF)
L12	Tax Increment Financing (TIF)
L13	Developer Escrow Account (DEA)
L14	Purdue University Funds (PUF)
L15	Motor Vehicle Highway Account (MVHA)
L16	Fares, Passes and Tokens (FPT)
L17	Other Not Specified
L18	Local Highway Option Income Tax (LHOIT)

**Table 4: Funded Local Projects: Fiscal Years 2020 through 2024**

Project Location & Description	Ph	Fund Code	Federal Funds	Local Funds	Total Cost	Anticipated Year
<b>City of Lafayette</b>						
1 <b>Concord Road, Des # 1900477</b>	PE					
Maple Point to Veterans Memorial Trail Lighting	RW					
	CN	STBG	40,600	89,897	449,486	2020
	CN	STBG PYB	318,989			2020
2 <b>Park East Boulevard Extension Des # 1700405</b>	PE					
Haggerty Lane to SR 38	RW					
New Road Construction	CN	STBG	1,487,310	690,987	2,409,000	2021
	CN	Bonus Funds	230,703			
3 <b>Park East Boulevard Extension</b>	PE	Local	0	900,000	900,000	2019/2020
McCarty Lane to Haggerty Lane	RW	Local	0	200,000	200,000	2020
New Road Construction	CN	Local	0	9,000,000	9,000,000	2021
4 <b>South 9<sup>th</sup> Street, Des # 1900482</b>	PE	STBG	538,354	145,316	726,580	2020
Brick 'N' Wood to Veterans Mem.	PE	STBG PYB	42,910			2020
Widening & Urbanization	RW	STBG	240,000	60,000	300,000	2023
5 <b>Twyckenham Blvd, Des# 1401285</b>	PE					
Poland Hill Rd. to S. 9 <sup>th</sup> St.	RW					
Road Reconstruction	CN	STBG	2,888,657	776,564	3,882,819	2020
	CN	TA	217,598			
<b>City of West Lafayette</b>						
6 <b>Cherry Lane Extension, Ph 2</b>	PE					
1000' west of McCormick to Northwestern Avenue	RW					
Road Reconstruction & New Trail	CN	Local	0	9,900,000	9,900,000	2026
7 <b>Cumberland Avenue, Ph 4</b>	PE					
US 52 to ½ mi west of Sagamore	RW					
Road Widening	CN	Local	0	3,200,000	3,200,000	2023
8 <b>Lindberg Road</b>	PE					
Northwestern Ave. to Salisbury St.	RW					
Reconstruction & Complete Streets	CN	Local	0	2,736,000	2,736,000	2020
9 <b>Sagamore Parkway Trail Des # 1401287</b>	PE	CRRSAA	187,000	46,750	233,750	2022
Happy Hollow to Wabash River Br	RW					
New Trail Construction	CN	STBG	2,789,426	750,800	3,754,000	2022
	CN	TA	213,774			
10 <b>Soldiers Home Rd, Ph 1 Des # 1401291</b>	PE	STBG	846,200	211,550	1,057,750	2022
Sagamore Pkwy to Kalberer Road	RW					
Reconstruction & Urbanization	CN					

**Table 4: Funded Local Projects: Fiscal Years 2020 through 2024, continued**

Project Location & Description	Ph	Fund Code	Federal Funds	Local Funds	Total Cost	Anticipated Year
11 <b>US 231 Study, Des # 2001532</b> US 52 to I-65, Preliminary Route Study	PE	STBG	100,000	25,000	125,000	2020
12 <b>Yeager Road, Ph. 4</b> End of Pavement to City Limits, Reconstruction & Urbanization	CN	Local	0	2,965,000	2,965,000	2020
13 <b>Newman Road Underpass</b> New Underpass & Road Reconstruction	CN	State/PRF	10,000,000	2,500,000	12,500,000	2020
<b>Tippecanoe County</b>						
14 <b>County Farm Road (CR 50W)</b> at CR 500N, Intersection Improvements	CN	Local	0	625,000	625,000	2021
15 <b>County Bridge Inspection</b> <b>Des # 1500252</b> Various Bridges in County	IN IN IN	BRIS BRIS BRIS	46,375 270,781 19,168	11,594 67,695 4,792	57,969 338,476 23,960	Ph 1A, '20 Ph 2, '21 Ph 2A, '22
16 <b>Klondike Road, Des # 1173626</b> Lindberg to US 52 Road Reconstruction & Widening	CN CN	STBG HSIP PYB	208,388 186,268	98,664	493,320	2020
17 <b>Lindberg Road, Des # 1173627</b> Klondike to Relocated US 231 Road Reconstruction & Widening	CN CN	STBG TA	2,436,918 214,883	1,466,977	4,118,778	2021
18 <b>McCutcheon Ped Safety</b> <b>Des #1601028</b> Various Safety Improvements	RW CN CN	HSIP PYB HSIP STBG	263,732 738,098 136,193	29,304 116,059	293,036 990,350	2020 2023
19 <b>Morehouse Rd, Des # 1401280</b> Sagamore Pkwy to CR 500N Road Reconstruction & Widening	RW RW CN CN	STBG STBG STBG TA	389,904 289,443 3,945,530 213,774	97,476 72,361 3,228,196	487,380 361,804 7,387,500	2022 2023 2024
20 <b>Yeager Road, Des # 1401281</b> W.L. City Limits to CR 500N Road Realignment	PE RW RW CN CN	STBG STBG PYB HSIP PYB STBG TA	15,067 129,625 323,531 3,359,894 213,774	3,767 113,289	18,834 566,445 4,467,085	2020 2020 2023
21 <b>North River Road, Des # 1401279</b> At CR 500N Intersection Improvement	CN CN CN CN CN CN	HSIP ('21) STBG ('21) Terre Haute Rural Pro. HSIP ('22) HSIP ('24)	716,267 93,560 573,000 169,011 727,183 727,183	1,078,796	4,085,000	2021
22 <b>Bridge #64, Des # 1802907</b> Lilly Rd over Branch of Wea Creek Bridge Replacement	PE RW CN	Local Bridge  Local Bridge	124,512  1,511,509	31,128  377,877	155,640  1,889,386	2020  2024

**Table 4: Funded Local Projects: Fiscal Years 2020 through 2024, continued**

	Project, Location & Description	Ph	Fund Code	Federal Funds	Local Funds	Total Cost	Anticipated Year
23	<b>Bridge #65, Des # 1802905</b>	PE	Local Bridge	47,360	11,840	59,200	2020
	Lilly Rd over Wea Creek	RW					
	Bridge Replacement	CN	Local Bridge	1,342,139	335,535	1,677,674	2024
24	<b>Old 231 Bridge, Des # 1902754</b>	PE	Local	0	204,000	204,000	2021
	Over the Wea Creek	RW	Local	0	146,000	146,000	2021
	Bridge Replacement	CN	Group IV	2,160,000	540,000	2,700,000	2024
25	<b>County Bridge Replacement</b>						
A	<b>Bridge #32 (CR 200S &amp; Wildcat Ck)</b>	CN	Local	0	2,500,000	2,500,000	
B	<b>Bridge #53 (CR500S &amp; Little Wea Ck)</b>	CN	Local	0	620,000	620,000	
C	<b>Bridge #80 (CR700W &amp; Flint Ck)</b>	CN	Local	0	675,000	675,000	
D	<b>Bridge #173 (CR600N &amp; Burnett Ck)</b>	CN	Local	0	750,000	750,000	
E	<b>Bridge #208 (Old Shadeland Rd)</b>	CN	Local	0	1,000,000	1,000,000	
F	<b>Bridge #501 (CR300S &amp; Lost Ck)</b>	CN	Local	0	400,000	400,000	
G	<b>Bridge #527 (Old US 231 &amp; Wea Ck)</b>	CN	Local	0	1,800,000	1,800,000	
26	<b>North 9<sup>th</sup> Street Rd, Des #2003019</b>	PE	Group IV	553,224	133,306	666,530	2022
	Over Wabash River	RW					
	Bridge Deck Replacement	CN	Group IV	5,998,736	1,499,684	7,498,420	2026
<i>CityBus (financial information shown is calendar year beginning January 1<sup>st</sup>)</i>							
27	<b>Operating Assistance (Sec. 5307)</b>	OP	S7O				
	<b>Des # 1382373</b>			1,120,000	6,335,348	12,142,715	CY 2017
	<b>Des # 1400659</b>			2,160,816	10,456,858	12,617,674	CY 2018
	<b>Des # 1500386</b>			1,750,000	10,502,323	12,252,323	CY 2019
	<b>Des # 1700413</b>			2,100,000	10,628,374	12,728,374	CY 2020
	<b>Des # 1700422 / LAF-21-001</b>			770,000	12,424,259	13,194,259	CY 2021
	<b>Des # 1900474</b>			1,000,000	12,503,532	13,503,532	CY 2022
	<b>Des # 1900478</b>			1,000,000	12,908,638	13,908,638	CY 2023
	<b>Des # 1900481</b>			1,000,000	13,325,897	14,325,897	CY 2024
28	<b>Capital Assistance (Sec. 5307)</b>	CA	S7C,L3				
				1,926,500	481,625	2,408,125	CY 2017
	<i>Des numbers for individual projects</i>			1,926,466	481,617	2,408,083	CY 2018
	<i>are shown on pages 62-70</i>			1,491,200	372,800	1,864,000	CY 2019
				1,906,400	476,600	2,383,000	CY 2020
				4,179,632	1,044,908	5,224,540	CY 2021
	<b>Des # 1900472</b>			1,554,400	388,600	1,943,000	CY 2022
	<b>Des # 1900475</b>			1,554,400	388,600	1,943,000	CY 2023
	<b>Des # 1900479</b>			1,554,400	388,600	1,943,000	CY 2024
29	<b>Planning Assistance (Sec. 5307)</b>	PL	S7P,L3				
	Bus Stop Evaluation ( <b>Des #1700070</b> )			8,000	2,000	10,000	CY 2017
	Strategic Planning ( <b>Des #1700412</b> )			48,000	12,000	60,000	CY 2018
	Planning Software ( <b>Des #1800096</b> )			48,000	12,000	60,000	CY 2018
	Engineering CNG ( <b>Des #2001176</b> )			280,000	70,000	350,000	CY 2020
	Strategic Plan Ph2 ( <b>Des #1700412</b> )			72,000	18,000	90,000	CY 2020
	Feasibility Study/Engineering Services ( <b>LAF-21-013</b> )			240,000	60,000	300,000	CY 2021

**Table 4: Funded Local Projects: Fiscal Years 2020 through 2024, continued**

	Project, Location & Description	Ph	Fund Code	Federal Funds	Local Funds	Total Cost	Anticipated Year
30	R. 9 Continuation, Des #1700781	OP	S10	96,984	96,984	193,968	CY 2017
	Additional Evening Service 2A/2B	OP	S10	25,000	32,928	57,928	CY 2020
	Travel Training	OP	S10	52,038	13,010	65,048	CY 2020
	Paratransit Buses, Des #1700413	CA	S10	133,260	33,315	166,575	CY 2020
	Paratransit Buses, Des #2002549	CA	S10	329,946	84,487	414,433	CY 2021
31	Travel Training, Des #2002549	OP	S10	53,988	13,497	67,485	CY 2021
	2A/2B Service, Des #2002549	OP	S10	30,000	36,277	66,277	CY 2021
	N 9 <sup>th</sup> /Wabash Ave, Des #2002549	OP	S10	95,000	300,000	207,426	CY 2021
32	Fixed Route Buses Des #1382386	CA	S39C	353,725	88,431	442,156	CY 2017
33	Ped / Bicycle Detection System Des #1801629	CA	S39C	485,760	121,440	607,200	CY 2018
34	Bus Replacement & Ranger Up Grade, Des #1900471	CA	S39C	400,076	100,019	500,095	CY 2019
	Bus Replacement, Des #1700413_	CA	S39C	42,400	10,600	53,000	CY 2019
	Bus Equipment, Des #1700413	CA	S39C	440,000	110,000	550,000	CY 2020
	CNG Refueling, Des #2002550	CA	S39C	75,241	18,810	94,051	CY 2020
		CA	S39C	1,200,000	300,000	1,500,000	CY 2021
35	Sidewalks, Bus Shelters, ADA & Transit Inf. Des #1801629	CN	STBG	290,266	72,567	362,833	FY 2019
		CN	STBG	104,198	26,049	130,247	FY 2020
36	R. Planning SW, Des #2001609	CA	STBG	36,000	9,000	45,000	FY 2020
<b>Town of Battle Ground</b>							
<i>No Projects at This Time</i>							
<b>Town of Clarks Hill</b>							
<i>No Projects at This Time</i>							
<b>Town of Dayton</b>							
<i>No Projects at This Time</i>							
<b>Purdue University Airport</b>							
37	Rehabilitate Runway 05/23 & Intermediate Connector Taxiway	PE	AIP	299,115	19,941	332,350	2020
		CN	AIP	3,653,694	243,580	4,059,660	2021
38	East Parallel Taxiway "C" Environmental Assessment	PE	AIP	187,200	12,480	208,000	2022
<b>Wabash Center</b>							
39	Three Low Floor Mini Vans Des # 1700457	CA	S10	109,448	27,362	136,809	CY 2020

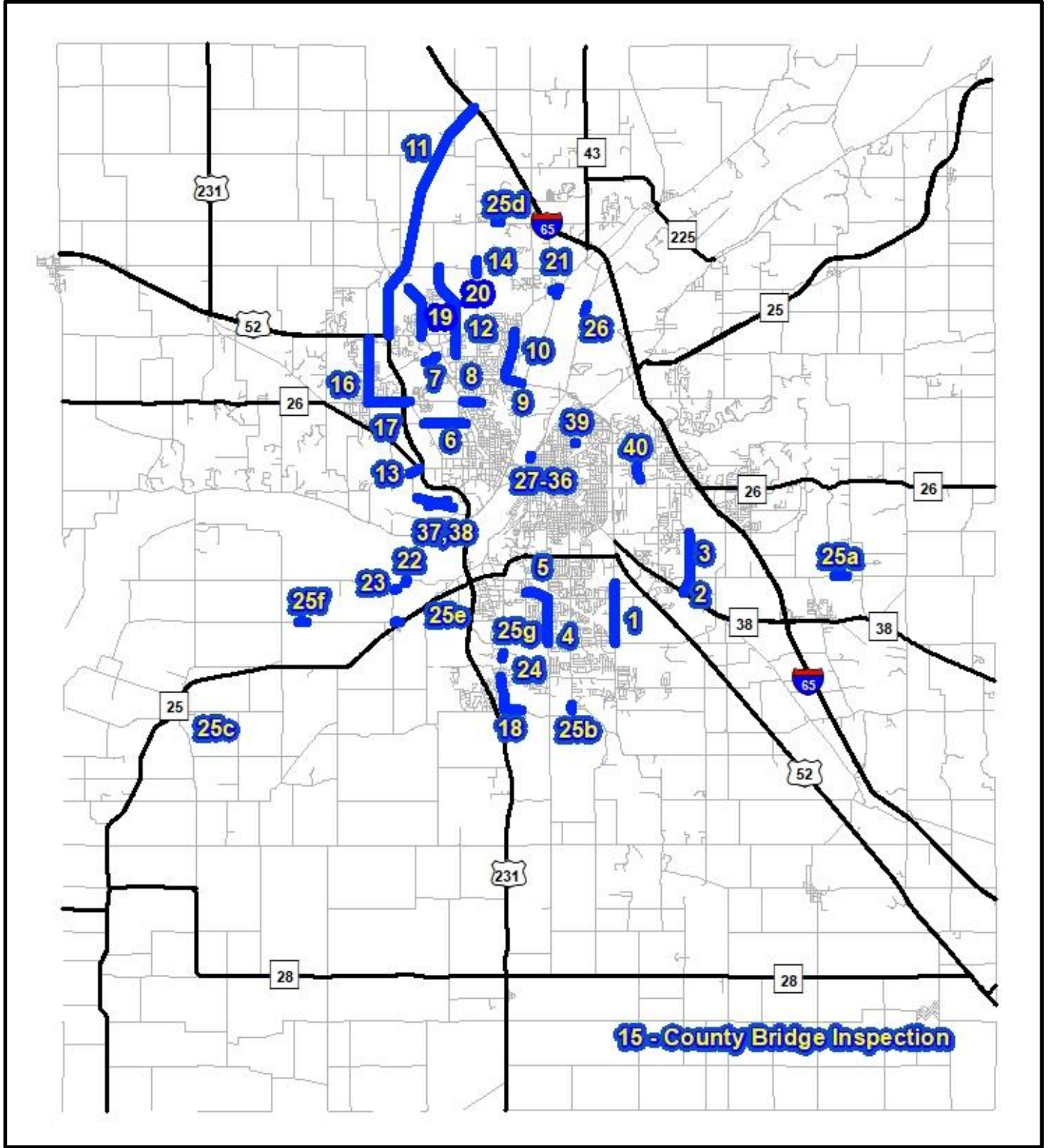
**Table 4: Funded Local Projects: Fiscal Years 2020 through 2024, continued**

Project, Location & Description		Ph	Fund Code	Federal Funds	Local Funds	Total Cost	Anticipated Year
<b>Area IV</b>							
40	<b>Section 5311 Service</b>	OP	S11	59,826	161,581	221,407	2020

Total 84,509,930 147,867,593 237,538,280



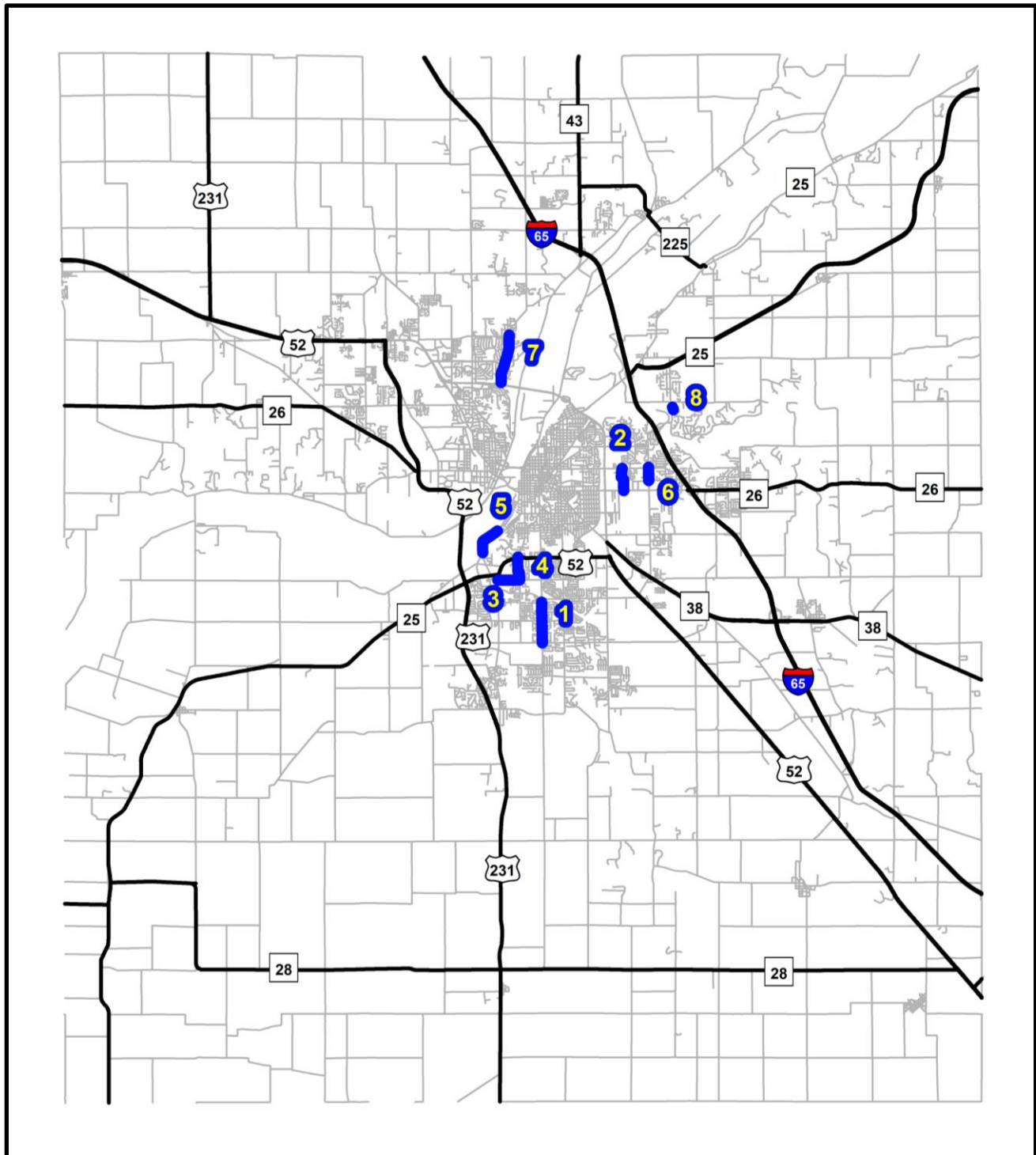
**Figure 1: Location of Funded Local Projects, FY 2020 - 2024**



**Table 5: Unfunded Local Projects: Fiscal Years 2020 through 2024**

	Project Location & Description	Ph	Fund Code	Federal Funds	Local Funds	Total Cost	Anticipated Year
City of Lafayette							
1	South 9 <sup>th</sup> Street, Des # Brick’N’Wood to Veterans Mem. Widening & Urbanization	PE RW CN	STBG/TA	3,200,000	800,000	4,000,000	---
2	36 <sup>th</sup> Street Union St. to South St., Road Reconstruction & Widening	Specific project information has not yet been identified					
3	Beck Lane Poland Hill to Old US 231, Road Reconstruction & Widening	Specific project information has not yet been identified					
4	Poland Hill Road Teal Road to Beck Lane, Road Reconstruction & Alignment	Specific project information has not yet been identified					
5	South Beck Lane Old Romney Rd. to CSX RR Tracks	Specific project information has not yet been identified					
6	Star City Trail N. of Union to Rome Drive	Specific project information has not yet been identified					
City of West Lafayette							
7	Soldiers Home Rd, Ph 1 Des # 1401291 Sagamore Pkwy to Kalberer Road	PE RW CN	STBG/TA STBG/TA	320,000 6,685,440	80,000 1,671,360	400,000 8,356,800	--- ---
Tippecanoe County							
8	CR 400E At Clegg Gardens Pedestrian Xing Improvements	Specific project information has not yet been identified					
CityBus							
No Projects at this Time							
Wabash Center							
No Projects at this Time							

**Figure 2: Location of Unfunded Local Projects Shown for Informational Purposes Only, FY 2020 - 2024**



**Table 6: Funded Indiana Department of Transportation Projects**

	<b>Project Location &amp; Description</b>	<b>Ph</b>	<b>Fund Code</b>	<b>Federal Funds</b>	<b>State Funds</b>	<b>Total Cost</b>	<b>Anticipated Year</b>
1	<b>SR 25, Des # 1298419</b> Bridge over Shawnee Creek, Replace Superstructure	CN	STBG	577,957	144,489	722,446	2021
2	<b>SR 25, Des # 1500120</b> 1.51 mi. S of SR 28, Wallace Ditch Small Structure Replacement	PE RW UT CN	STBG STBG STBG STBG	37,164 40,000 20,000 511,632	9,291 10,000 5,000 127,908	46,455 50,000 25,000 639,540	2020 2020 2020 2020
3	<b>SR 25, Des # 1602069</b> 4.01 mi N of SR 28, Flint Creek, Bridge Thin Deck Overlay	CN	STBG	58,730	14,683	73,413	2020
4	<b>SR 25, Des # 1800413</b> SB Bridge over Buck Creek Bridge Deck Overlay	PE RW CN	STBG STBG STBG	4,000 212,525	1,000 53,131	5,000 265,656	2021 2021
5	<b>SR 25, Des # 1800414</b> NB Bridge over Buck Creek Bridge Deck Overlay	PE RW CN	STBG STBG STBG	4,000 187,022	1,000 46,755	5,000 233,777	2021 2021
6	<b>SR 25, Des # 1800418</b> SB Bridge over NS Railroad Bridge Deck Overlay	CN R CN R CN	STBG STBG STBG	6,400 16,000 212,525	1,600 4,000 53,131	8,000 20,000 265,656	2020 2021 2021
7	<b>SR 25, Des # 1800419</b> NB Bridge over Sugar Creek Bridge Deck Overlay	PE RW CN	STBG STBG STBG	4,000 238,028	1,000 59,507	5,000 297,535	2021 2021
8	<b>SR 25, Des # 1800420</b> SB Bridge over Sugar Creek Bridge Deck Overlay	PE RW CN	STBG STBG STBG	4,000 272,032	1,000 68,008	5,000 340,040	2021 2021
9	<b>SR 25, Des # 1800421</b> NB Bridge over NS Railroad Bridge Deck Overlay	CN R CN R CN	STBG STBG STBG	6,400 16,000 170,020	1,600 4,000 42,505	8,000 20,000 212,525	2020 2021 2021
10	<b>SR 25, Des # 1800437</b> NB Bridge over No Name Creek Bridge Deck Overlay	PE RW CN	STBG STBG STBG	4,000 153,018	1,000 38,254	5,000 191,272	2021 2021
11	<b>SR 25, Des # 1800438</b> NB Bridge over County Line Road, Bridge Deck Overlay, Bridge Deck Overlay	CN	STBG	85,010	21,252	106,262	2021
12	<b>SR 25, Des # 1800439</b> 11.30 mi N of I-65, Bridge Thin Deck Overlay	CN	STBG	85,010	21,252	106,262	2021

**Table 6: Funded Indiana Department of Transportation Projects, continued**

	Project Location & Description	Ph	Fund Code	Federal Funds	State Funds	Total Cost	Anticipated Year
13	<b>SR 25, Des # 1800440</b> NB Bridge over CR 900N, Bridge Thin Deck Overlay	CN	STBG	195,523	48,881	244,404	2021
14	<b>SR 25, Des # 1800441</b> SB Bridge over No Name Creek	PE	STBG	4,000	1,000	5,000	2021
	Bridge Deck Overlay	RW CN	STBG	136,016	34,004	170,020	2021
15	<b>SR 25, Des # 1800442</b> SB Bridge over CR 900N, Bridge Deck Overlay	CN	STBG	178,521	44,630	223,151	2021
16	<b>SR 25, Des # 1800443</b> SB Bridge over Bridge Creek, Bridge Deck Overlay	CN	STBG	136,016	34,004	170,020	2021
17	<b>SR 25, Des # 1800445</b> CR 300N Bridge over SR 25/NS RR	PE	STBG	4,000	1,000	5,000	2021
	Bridge Deck Overlay	CN R CN R CN	STBG STBG STBG	6,400 16,000 263,531	1,600 4,000 65,883	8,000 20,000 329,414	2020 2021 2021
18	<b>SR 25, Des # 1800455</b> NB Bridge over Bridge Creek, Bridge Deck Overlay	CN	STBG	153,018	38,254	191,272	2021
19	<b>SR 25, Des # 2000412</b> 3.70 mi N of I-65	PE	STBG	16,000	4,000	20,000	2021
	Bridge Thin Deck Overlay	RW CN	STBG	154,379	38,595	192,974	2024
20	<b>SR 25, Des # 2001069</b> Bridge over Flint Creek	PE	STBG	6,400	1,600	8,000	2021
	Scour Protection	RW CN	STBG	63,444	15,861	79,305	2022
21	<b>SR 25, Des # 2001070</b> Bridge over Wea Creek	PE	STBG	36,000	9,000	45,000	2021
	Bridge Painting	RW CN	STBG	336,000	84,000	420,000	2022
22	<b>SR 26, Des # 1500096</b> 4.98 mi. W of US 231, Culvert Clean and Repair	CN	STBG	156,000	39,000	195,000	2020
23	<b>SR 26, Des # 1500121</b> 5.75 mi W of US 231, Small Structure Replacement	CN	STBG	234,864	58,716	293,580	2022
24	<b>SR 26, Des # 1700114</b> 0.33 to 8.57 mi E of SR 55, HMA Overlay Structure	CN	STBG	5,005,802	1,251,451	6,257,253	2022
25	<b>SR 26, Des # 1800130</b> 8.7 mi E of SR 55	PE	STBG	81,418	20,355	101,773	2020
	Bridge Replacement	RW CN	STBG	268,434	67,108	335,532	2023

**Table 6: Funded Indiana Department of Transportation Projects, continued**

	Project Location & Description	Ph	Fund Code	Federal Funds	State Funds	Total Cost	Anticipated Year
26	<b>SR 26, Des # 1800215</b>	PE	STBG	146,260	36,565	182,825	2020
	At CR 900E	RW	STBG	15,000	5,000	20,000	2021
	New Signal Installation	CN	STBG	625,241	156,310	781,551	2023
27	<b>SR 26, Des # 1800569</b>	CN	STBG	1,812,956	453,239	2,266,195	2021
	I-65 SB Ramps to 1.49 mi E of I-65, Patch & Rehab, PCCP Pavements						
28	<b>SR 26, Des # 1802820</b>	CN	STBG	184,000	46,000	230,000	2020
	At CR 900E, New Signal Installation						
29	<b>SR 26, Des # 1900333</b>	PE	STBG	88,000	22,000	110,000	2020
	Bridge over Goose Creek	RW					
	New Bridge Construction	CN	STBG	3,617,366	904,342	4,521,708	2024
30	<b>SR 28, Des # 1500155</b>	CN	STBG	3,495,471	873,868	4,369,339	2020
	SR 25 to US 231, HMA Functional Overlay						
31	<b>SR 28, Des # 1592968</b>	PE	STBG	554,908	138,727	693,635	2021
	US 231 to US 52 W Junction	RW					
	Road Rehabilitation	CN	STBG	12,291,053	3,072,763	15,363,816	2022
32	<b>SR 28, Des # 1602094</b>	CN	STBG	41,926	10,482	52,408	2020
	0.13 mi W of US 231, Wea Creek, Bridge Thin Deck Overlay						
33	<b>SR 28, Des # 1800670</b>	CN	STBG	127,738	31,935	159,673	2021
	Over Little Wea Creek, Bridge Deck Overlay						
34	<b>SR 28, Des # 1801298</b>	CN	STBG	310,093	77,523	387,616	2020
	Over Haywood Ditch, Bridge Deck Overlay						
35	<b>SR 38, Des # 1601073</b>	PE					
	Within the Town Limits of Dayton	RW	STBG	40,000	10,000	50,000	2020
	Road Rehabilitation	CN	STBG	1,055,957	263,989	1,319,946	2021
36	<b>SR 38, Des # 1601074</b>	CN	STBG	8,137,094	2,034,273	10,171,367	2022
	1.07 mi E of I-65 to US 421, Full Depth Reclamation						
37	<b>SR 38, Des # 1601997</b>	CN	STBG	133,075	33,269	166,344	2020
	1.37 mi W of I-65, N&S RR, EB,						
38	<b>SR 38, Des # 1602057</b>	CN	STBG	135,760	33,940	169,700	2020
	1.37 mi W of I-65, N&S RR, WB,						
39	<b>SR 38, Des # 1701561</b>	CN	STBG	264,047	66,012	330,059	2020
	WB bridge over Elliott Ditch, Bridge Deck Overlay						



**Table 6: Funded Indiana Department of Transportation Projects, continued**

	Project Location & Description	Ph	Fund Code	Federal Funds	State Funds	Total Cost	Anticipated Year
40	<b>SR 38, Des # 1701562</b> EB bridge over Elliott Ditch, Bridge Deck Overlay	CN	STBG	264,047	66,012	330,059	2020
41	<b>SR 38, Des # 1800452</b> Over South Fork of Wildcat Creek, Bridge Thin Deck Overlay	CN	STBG	283,446	70,862	354,308	2021
42	<b>SR 38, Des # 1801353</b> SF of the Wildcat Creek, Debris Removal	CN	STBG	50,182	12,545	62,727	2020
43	<b>SR 38, Des # 1900494</b> 3.85 mi W of I-65 to 0.94 mi E of I-65 Construct ADA Sidewalk Ramps	PE RW CN	HSIP HSIP	20,000 374,400	5,000 41,600	25,000 416,000	2021 2021
44	<b>SR 38, Des # 2000519</b> South Fork Wildcat Creek Scour Protection (Erosion)	PE RW CN	STBG NHPP STBG	20,000 4,000 175,770	5,000 1,000 43,943	25,000 5,000 219,713	2021 2022 2024
45	<b>SR 38, Des # 2001073</b> EB bridge over NS Railroad Bridge Painting	PE RW CN	STBG STBG	28,000 272,361	7,000 68,090	35,000 340,451	2021 2022
46	<b>SR 38, Des # 2001074</b> WB bridge over NS Railroad Bridge Painting	PE RW CN	STBG STBG	28,000 272,361	7,000 68,090	35,000 340,451	2021 2022
47	<b>SR 43, Des # 1700188</b> At I-65 NB Ramp, Intersection Improvement	CN	STBG	116,237	29,059	145,296	2022
48	<b>SR 43, Des # 1700189</b> At I-65 SB Ramp, Intersection Improvement	CN	STBG	254,826	63,707	318,533	2022
49	<b>SR 43, Des # 1800076</b> Bridge over Walter Ditch Bridge Replacement	RW CN	STBG STBG	16,000 899,731	4,000 224,933	20,000 1,124,664	2021 2020
50	<b>US 52, Des # 1601992</b> 2.33 mi W of SR 28, Lauramie Creek, Bridge Thin Deck Overlay	CN	STBG	37,951	9,488	47,439	2020
51	<b>US 52, Des # 1601999</b> 1.20 mi E of SR 25, Elliot Ditch, Bridge Thin Deck Overlay	CN	STBG	54,036	13,509	67,545	2020
52	<b>US 52, Des # 1602042</b> 1.02 mi E SR 25, Branch Elliot Ditch, Bridge Thin Deck Overlay	CN	STBG	39,939	9,985	49,924	2020
53	<b>US, 52, Des # 1701596</b> Over Indian Creek, Bridge Replacement	CN	STBG	1,628,596	407,149	2,035,746	2022

**Table 6: Funded Indiana Department of Transportation Projects, continued**

	Project Location & Description	Ph	Fund Code	Federal Funds	State Funds	Total Cost	Anticipated Year
54	<b>US 52, Des # 1800425</b>	CN R	STBG	6,400	1,600	8,000	2020
	EB Lanes over NS Railroad	CN R	STBG	16,000	4,000	20,000	2020
	Bridge Thin Deck Overlay	CN	STBG	188,964	47,241	236,205	2021
55	<b>US 52, Des # 1800430</b>	CN R	STBG	6,400	1,600	8,000	2020
	WB Lanes over NS Railroad	CN R	STBG	16,000	4,000	20,000	2020
	Bridge Thin Deck Overlay	CN	STBG	188,964	47,241	236,205	2021
56	<b>US 52, Des # 1801299</b>	CN	STBG	33,826	8,457	42,283	2020
	EB bridge over Sagamore Parkway, Bridge Maintenance and Repair						
57	<b>US 52, Des # 1900666</b>	PE	STBG	12,000	3,000	15,000	2021
	0.08 mi S of SR 26	RW					
	Bridge Thin Deck Overlay	CN	STBG	224,000	56,000	280,000	2022
58	<b>US 52, Des # 1902679</b>	PE	STBG	200,000	50,000	250,000	2020
	Various Intersections, Aux. Lanes	CN	STBG	1,876,958	469,240	2,346,198	2022
59	<b>US 52, Des # 2000103</b>	PE	STBG	20,000	5,000	25,000	2021
	Bridge over Little Pine Creek	RW					
	Scour Protection (Erosion)	CN	STBG	94,674	23,669	118,343	2023
60	<b>US 52, Des # 2002033</b>	PE	STBG	88,000	22,000	110,000	2021
	Bridge over NS Railroad	UT/RR	STBG	64,000	16,000	80,000	2023
	Bridge Deck Overlay						
61	<b>US 52, Des # 2002042</b>	PE	STBG	80,000	20,000	200,000	2021
	Bridge over Gaylord Branch, Replace Superstructure						
62	<b>US 52, Des # 2002143</b>	PE	STBG	120,000	30,000	150,000	2021
	WB bridge over Wabash River	CN	STBG	1,159,885	289,971	1,449,856	2024
	Bridge Thin Deck Overlay						
63	<b>US 52, Des # 2002144</b>	PE	STBG	120,000	30,000	150,000	2021
	EB bridge over Wabash River	CN	STBG	1,159,885	289,971	1,449,856	2024
	Bridge Thin Deck Overlay						
64	<b>US 52, Des #2002394</b>	PE	STBG	160,000	40,000	200,000	2021
	CR 400S to CR 700S (Clinton Co.)	UT/RR	STBG	8,000	2,000	10,000	2021
	Auxiliary Lanes	CN	STBG	1,316,677	329,169	1,645,846	2022
65	<b>US 231, Des # 1700190</b>	PE	STBG	157,420	39,355	196,775	2020
	N of I-74 to 2.87 mi N of SR 28	RW	STBG	160,000	40,000	200,000	2022
	Auxiliary Passing Lanes	CN R	STBG	40,000	10,000	50,000	2022
		UT	STBG	200,000	50,000	250,000	2023
		CN	STBG	7,095,932	1,773,983	8,869,915	2023



**Table 6: Funded Indiana Department of Transportation Projects, continued**

	<b>Project Location &amp; Description</b>	<b>Ph</b>	<b>Fund Code</b>	<b>Federal Funds</b>	<b>State Funds</b>	<b>Total Cost</b>	<b>Anticipated Year</b>
66	<b>US 231, Des # 1702078</b> Elston Road over US 231, Bridge Thin Deck Overlay	CN	STBG	135,374	33,843	169,217	2020
67	<b>US 231, Des # 1800432</b> NB Bridge over Big Wea Creek, Bridge Thin Deck Overlay	CN	STBG	274,857	68,714	343,571	2021
68	<b>US 231, Des # 1800433</b> SB Bridge over Big Wea Creek, Bridge Thin Deck Overlay	CN	STBG	274,857	68,714	343,571	2021
69	<b>US 231, Des # 1801338</b> NB Bridge, Big Wea Creek/Elliot D., Debris Removal	CN	STBG	50,988	12,747	63,735	2020
70	<b>US 231, Des # 1801344</b> SB Bridge, Big Wea Creek/Elliot T., Debris Removal	CN	STBG	50,182	12,545	62,727	2020
71	<b>US 231, Des # 1802807</b> At SR 28, New Signal Installation	CN	STBG	139,200	34,800	174,000	2020
72	<b>US 231, Des # 1802809</b> At CR 800S, New Signal Installation	CN	STBG	139,200	34,800	174,000	2020
73	<b>US 231, Des # 2000117</b> Bridge over Little Pine Creek Bridge Thin Deck Overlay	PE RW CN	STBG STBG	8,000 77,495	2,000 19,374	10,000 96,869	2021 2023
74	<b>US 231, Des # 2000126</b> Bridge over O'Neal Ditch Bridge Thin Deck Overlay	PE RW CN	STBG STBG	12,000 103,326	3,000 25,832	15,000 129,158	2021 2023
75	<b>US 231, Des # 2000867</b> 4.27 to 0.66 mi S of SR 28 HMA Overlay	PE RW CN	STBG STBG	44,000 360,365	11,000 90,091	55,000 450,456	2021 2024
76	<b>SR 225, Des # 1701548</b> Over Burnett Creek, Bridge Deck Overlay	CN	STBG	467,462	116,865	584,327	2020
77	<b>SR 225, Des # 1702137</b> Over Burnett Creek, Bridge Deck Overlay	CN	STBG	311,124	77,781	388,905	2020
78	<b>SR 225, Des # 1800149</b> 0.1 mi N of SR 25, Small Structure Replacement	CN	STBG	143,079	35,770	178,849	2023
79	<b>SR 225, Des # 2002077</b> 0.6 mi N of SR 25, Bridge Rehabilitation or Repair	PE	STBG	400,000	100,000	500,000	2021

**Table 6: Funded Indiana Department of Transportation Projects, continued**

	<b>Project Location &amp; Description</b>	<b>Ph</b>	<b>Fund Code</b>	<b>Federal Funds</b>	<b>State Funds</b>	<b>Total Cost</b>	<b>Anticipated Year</b>
80	<b>I-65, Des # 1601088</b> SR 43, NB Bridge, Bridge Deck Replacement/Widening	CN	NHPP	2,889,000	321,000	3,210,000	2022
81	<b>I-65, Des # 1601090</b> SR 43, SB Bridge, Bridge Deck Replacement/Widening	CN	NHPP	2,425,500	269,500	2,695,000	2022
82	<b>I-65, Des # 1601091</b> Over Burnett Creek, NB Bridge, Bridge Deck Replacement/Widening	CN	NHPP	1,902,917	211,435	2,114,352	2020
83	<b>I-65, Des # 1601092</b> Over Burnett Creek, SB Bridge, Bridge Deck Replacement/Widening	CN	NHPP	1,902,917	211,435	2,114,352	2020
84	<b>I-65, Des # 1701549</b> Over Unnamed Ditch/Creek, Pipe Lining	CN	NHPP	202,864	22,540	225,404	2021
85	<b>I-65, Des # 1800399</b> NB bridge over the Wildcat Creek, Bridge Painting	CN	NHPP	233,795	25,977	259,772	2021
86	<b>I-65, Des # 1800400</b> SB bridge over the Wildcat Creek, Bridge Painting	CN	NHPP	233,795	25,977	259,772	2021
87	<b>I-65, Des # 1800401</b> NB bridge over SR 26, Bridge Painting	CN	NHPP	185,052	20,561	205,613	2021
88	<b>I-65, Des # 1800402</b> SB Bridge over SR 26, Bridge Painting	CN	NHPP	185,052	20,561	205,613	2021
89	<b>I-65, Des # 1800431</b> Swisher Road Bridge over I-65, Bridge Painting	CN	NHPP	204,531	22,726	227,257	2021
90	<b>I-65, Des # 1800451</b> McCarty Lane Bridge over I-65, Bridge Thin Deck Overlay	CN	NHPP	309,214	34,357	343,571	2021
91	<b>I-65, Des # 1800572</b> S of SR 24 to US 24/231, ITS Traffic Management System	CN	NHPP	1,967,861	218,651	2,186,512	2020
92	<b>I-65, Des # 1900647</b> At SR 38 Interchange Concrete Pavement Restoration	PE RW CN	NHPP NHPP	18,000 3,158,990	2,000 350,999	20,000 3,509,989	2021 2022
93	<b>I-65, Des # 1900664</b> NB over CSX, N 9 <sup>th</sup> , Burnett Ck, Bridge Maintenance and Repair	CN	NHPP	198,000	22,000	220,000	2021

**Table 6: Funded Indiana Department of Transportation Projects, continued**

	<b>Project Location &amp; Description</b>	<b>Ph</b>	<b>Fund Code</b>	<b>Federal Funds</b>	<b>State Funds</b>	<b>Total Cost</b>	<b>Anticipated Year</b>
94	<b>I-65, Des # 1900665</b> SB over CSX, N 9 <sup>th</sup> , Burnett Ck, Bridge Maintenance and Repair	CN	NHPP	198,000	22,000	220,000	2021
95	<b>I-65, Des # 1902678</b> CR 100W to US 24	PE RW	NHPP	73,890	8,210	82,100	2021
	Plant & Shrub Windbreak	CN	HSIP	1,030,849	114,539	1,145,388	2022
96	<b>I-65, Des # 2001172</b> N of Wabash. R. to N of SR 43	PE RW	NHPP	5,283,900	587,100	5,871,000	2021
	Added Travel Lanes	CN	NHPP	24,468,865	2,718,762	27,187,627	2022
97	<b>I-65, Des # 2001743</b> SB Bridge over NS Railroad	PE UT/RR	NHPP NHPP	81,000 90,000	9,000 10,000	90,000 100,000	2021 2022
	Bridge Deck Overlay						
98	<b>I-65, Des # 2001932</b> CR 680S over Ditch	PE RW	NHPP NHPP	45,000 27,000	5,000 3,000	50,000 30,000	2021 2022
	Small Structure Pipe Lining						
99	<b>I-65, Des # 2002107</b> NB Bridge over NS Railroad	PE UT/RR	NHPP NHPP	81,000 90,000	9,000 10,000	90,000 100,000	2021 2022
	Bridge Deck Overlay						
100	<b>I-65, Des # 2002108</b> NB Bridge over SR 38, Bridge Deck Overlay	PE	NHPP	94,500	10,500	105,000	2021
101	<b>I-65, Des # 2002109</b> SB Bridge over SR 38, Bridge Deck Overlay	PE	NHPP	108,000	12,000	120,000	2021
102	<b>I-65, Des # 2002110</b> NB Bridge over SR 26, Bridge Deck Overlay	PE	NHPP	36,000	4,000	40,000	2021
103	<b>I-65, Des # 2002111</b> SB Bridge over SR 26, Bridge Deck Overlay	PE	NHPP	36,000	4,000	40,000	2021
104	<b>I-65, Des # 2002112</b> NB Bridge over Wildcat Creek	PE CN	NHPP NHPP	54,000 501,873	6,000 55,764	60,000 557,637	2021 2024
	Bridge Thin Deck Overlay						
105	<b>I-65, Des # 2002113</b> SB Bridge over Wildcat Creek	PE CN	NHPP NHPP	49,500 501,873	5,500 55,764	55,000 557,637	2021 2024
	Bridge Thin Deck Overlay						
106	<b>I-65, Des # 2002114</b> NB Bridge over CSX, N 9 <sup>th</sup> , Burnett	PE UT/RR	NHPP NHPP	270,000 27,000	30,000 3,000	300,000 30,000	2021 2021
	Bridge Deck Replacement	CN	NHPP	3,419,714	379,968	3,799,682	2022

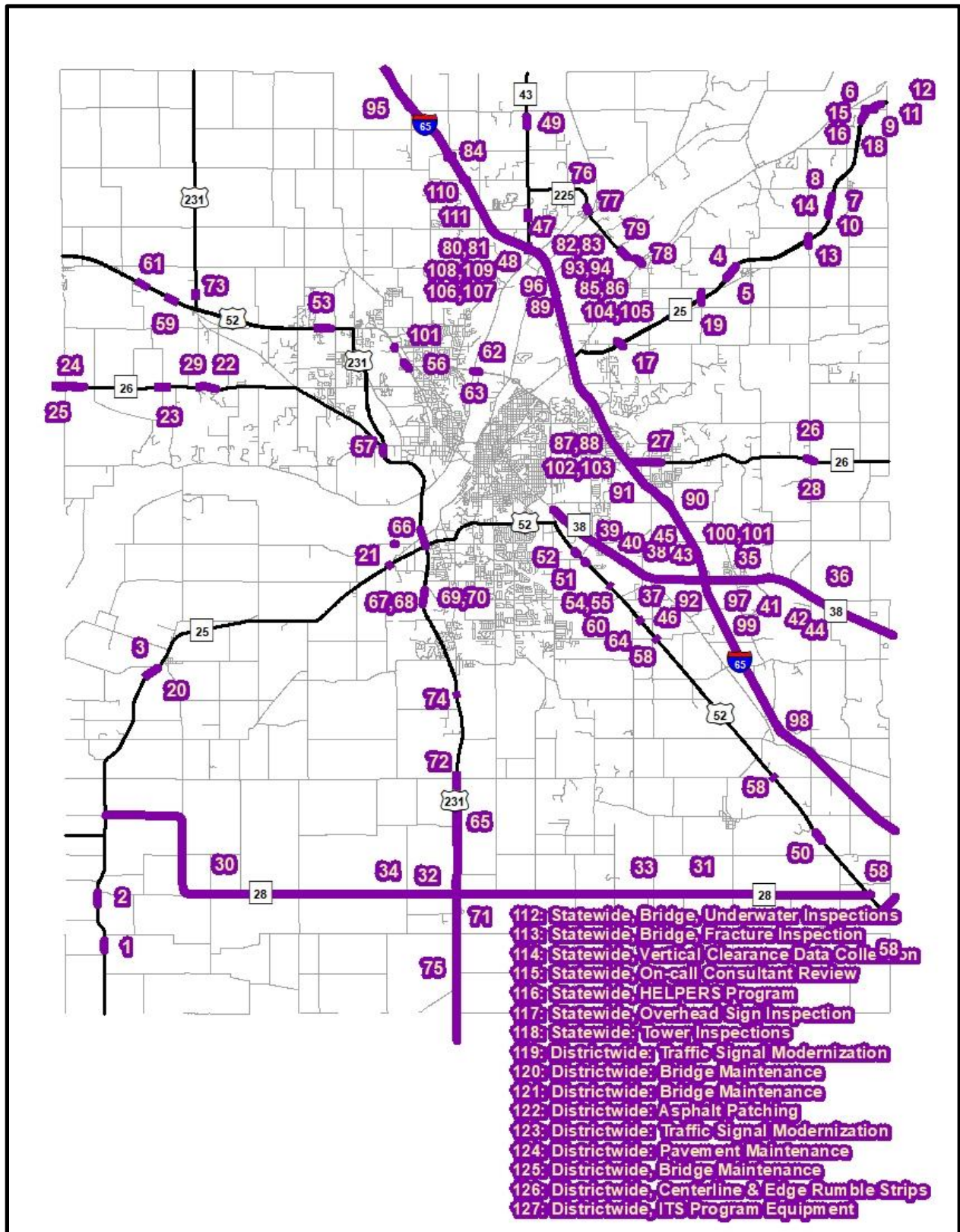
**Table 6: Funded Indiana Department of Transportation Projects, continued**

Project Location & Description	Ph	Fund Code	Federal Funds	State Funds	Total Cost	Anticipated Year
107 <b>I-65, Des # 2002115</b>	PE	NHPP	171,000	19,000	190,000	2021
SB Bridge over CSX, N 9 <sup>th</sup> , Burnett	UT/RR	NHPP	135,000	15,000	150,000	2022
Bridge Deck Replacement	CN	NHPP	1,825,662	202,851	2,028,513	2022
108 <b>I-65, Des # 2002116</b>	PE	NHPP	144,000	16,000	160,000	2021
NB Bridge over Prophets Rock	CN	NHPP	1,449,139	161,015	1,610,154	2022
Bridge Deck Replacement						
109 <b>I-65, Des # 2002117</b>	PE	NHPP	144,000	16,000	160,000	2021
SB Bridge over Prophets Rock	CN	NHPP	1,449,139	161,015	1,610,154	2022
Bridge Deck Replacement						
110 <b>I-65, Des #2002364</b>	PE	NHPP	160,000	40,000	200,000	2021
CR 72N Bridge over I-65	CN	NHPP	1,457,023	364,256	1,821,279	2022
Bridge Deck Replacement						
111 <b>I-65, Des #2100049</b>	PE					
N of SR 43 to N of CR 725N	RW					
Added Travel Lanes	CN	NHPP	34,931,145	3,881,238	38,812,383	2022
112 <b>Statewide, Des # 1601207</b>	PE	NHPP	120,000	30,000	150,000	2020
Underwater Inspections	PE	NHPP	120,000	30,000	150,000	2021
Bridge Inspection						
113 <b>Statewide, Des # 1601208</b>	PE	NHPP	400,000	100,000	500,000	2020
Fracture Critical & Special Inspect.	PE	NHPP	400,000	100,000	500,000	2021
Bridge Inspections						
114 <b>Statewide, Des # 1601209</b>	PE	NHPP	120,000	30,000	150,000	2020
Vertical Clearance Data Collection	PE	NHPP	120,000	30,000	150,000	2021
Bridge Inspections, Statewide						
115 <b>Statewide, Des # 1802826</b>	PE	STBG	1,680,000	420,000	2,100,000	2020
On-call Consultant Review	PE	STBG	1,680,000	420,000	2,100,000	2021
	PE	STBG	1,680,000	420,000	2,100,000	2022
	PE	STBG	1,680,000	420,000	2,100,000	2023
116 <b>Statewide, Des # 1900554</b>	PE	HSIP	1,039,144	115,460	1,154,604	2020
HELPERS Program performed by LTAP						
117 <b>Statewide, Des # 2001708</b>	PE	STBG	666,263	166,566	832,829	2021
Overhead Sign Structure Inspections						
118 <b>Statewide, Des # 2001709</b>	PE	STBG	200,000	50,000	250,000	2021
High Mast Lighting Tower Inspections						

**Table 6: Funded Indiana Department of Transportation Projects, continued**

Project Location & Description	Ph	Fund Code	Federal Funds	State Funds	Total Cost	Anticipated Year
119 <b>Districtwide, Des # 1801404</b>	PE	HSIP	5,400	600	6,000	2021
Sagamore/Cumberland & SR 225 at Wabash River, Traffic	CN	HSIP	949,604	105,511	1,055,115	2021
120 <b>Districtwide, Des # 1901576</b>	CN	STBG	400,000	100,000	500,000	2020
Bridge Maintenance	CN	STBG	400,000	100,000	500,000	2021
121 <b>Districtwide, Des # 1901578</b>	CN	STBG	400,000	100,000	500,000	2020
Bridge Maintenance	CN	STBG	400,000	100,000	500,000	2021
122 <b>Districtwide, Des # 1901663</b>	CN	STBG	926,129	231,532	1,157,661	2020
Asphalt Patching						
123 <b>Districtwide, Des # 2001146</b>	PE	STBG	272,160	68,040	340,200	2021
US 52 & Brady Lane	RW					
Traffic Signal Modernization	CN	STBG	1,364,257	341,064	1,705,321	2022
124 <b>Districtwide, Des # 2001643</b>	CN	NHPP	900,000	100,000	1,000,000	2021
Pavement Maintenance						
125 <b>Districtwide, Des # 2001644</b>	CN	STBG	800,000	200,000	1,000,000	2022
Bridge Maintenance						
126 <b>Districtwide, Des # 2002396</b>	PE	HSIP	63,000	7,000	70,000	2021
Centerline & Edge line Rumble	CN	HSIP	184,277	20,475	204,752	2022
127 <b>Districtwide, Des # 2002493</b>	CN	HSIP	1,828,402	203,156	2,031,558	2022
ITS Program Equipment						
TOTAL			179,352,745	31,203,498	210,556,243	

**Figure 3: Location of Funded INDOT Projects**

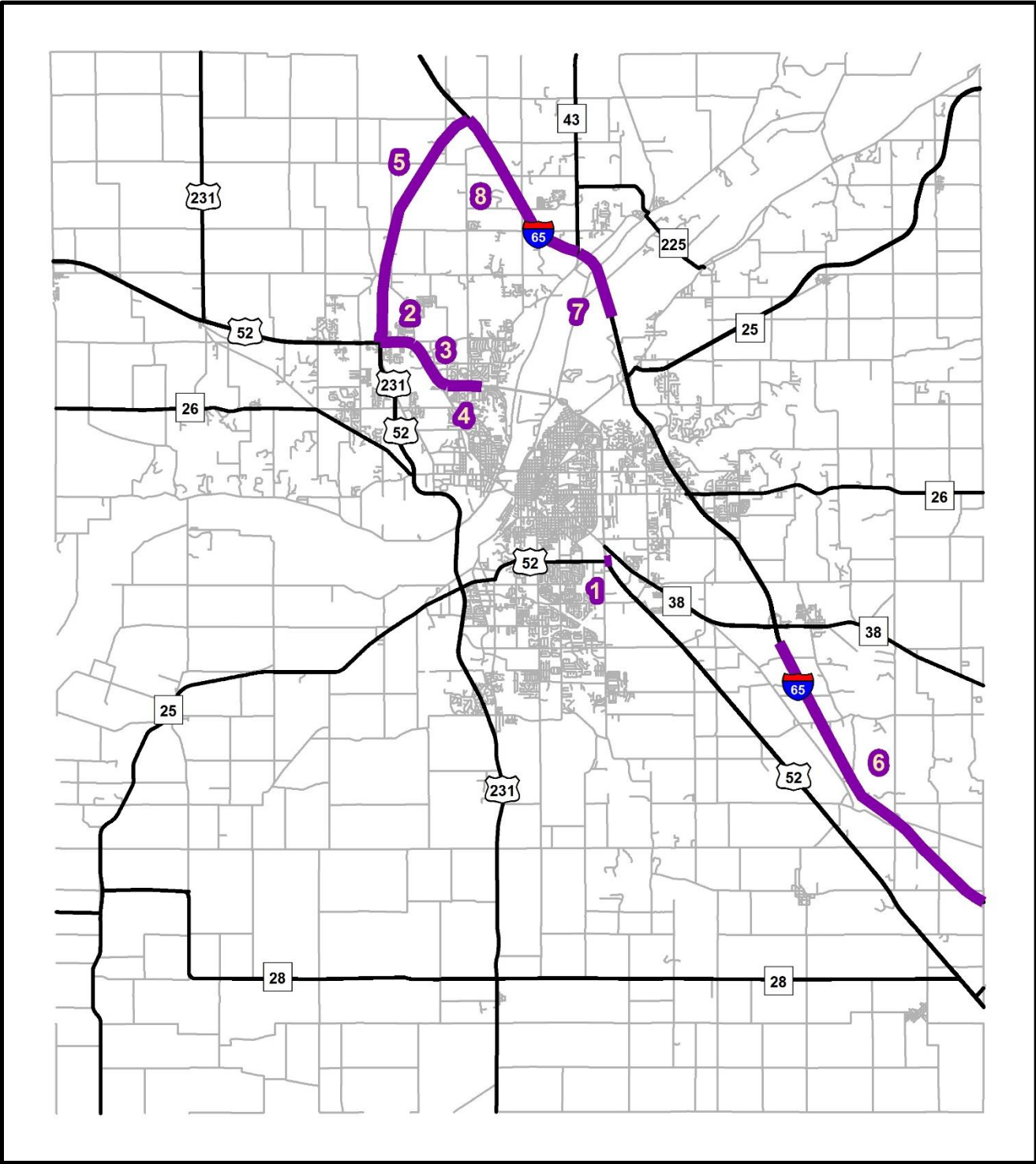


**Table 7: Unfunded INDOT Projects Recommended by MPO for Informational Purposes Only**

<b>Project, DES Number</b>	<b>Project Location &amp; Description</b>	<b>Project Status</b>
1 <b>US 52/Teal Road</b>	Intersection Improvement, At Sagamore Parkway	----
2 <b>Special US 52</b>	Rural to Urban Design, Klondike Rd to Morehouse Rd	----
3 <b>Special US 52</b>	Rural to Urban Design, Morehouse Rd to Yeager Rd	----
4 <b>Special US 52</b>	Per US 52 Corridor Study, Yeager Rd to Nighthawk Dr	----
5 <b>US 231 Connector</b>	New Road Construction, US 52 to I-65	----
6 <b>I-65</b>	Six Lane Widening, E. County Line to SR 38	----
7 <b>I-65</b>	Six Lane Widening, N of SR 25 to SR 43	----
8 <b>I-65</b>	Six Lane Widening, SR 43 to New US 231	----



Figure 4: Location of Unfunded and Recommended INDOT Projects





## 7. Financial Summary and Plan

All Transportation Improvement Programs are required to be financially constrained (project costs cannot exceed expected revenue). Thus, a community cannot program more than it is allocated. A financial plan is required that demonstrates how projects are implemented within budget and identifies resources from both public and private sources that are reasonably expected to be made available to carry out the plan.

Available funding limits are provided by INDOT for three types of federal funds within the urban area. Surface Transportation Block Group (STBG), Highway Safety Improvement Program (HSIP) and Transportation Alternatives (TA) are allocated to and distributed through the MPO. Rail safety and STBG funds for rural areas compete against other projects throughout the district or state and are thus shown on the “information only” list until INDOT awards funding. Transit funding is based on both present and past year funding levels; the same is true for airport projects.

In previous TIPs, INDOT allowed MPOs to carry over any funding balances to future fiscal years. That policy was changed in 2014. To help ease the transition into the new policy, INDOT and the MPOs came to an agreement on what the balances were and how they were to be spent. The spending plan is called the Five-Year Production Schedule and it can be adjusted annually if needed. INDOT refers to these funds as “Prior Year Balance” funds or PYB funds. INDOT requires all PYB funds to be obligated by the end of FY 2020. The balance of PYB funds still available are:

STBG PYB:	\$671,574
HSIP PYB:	\$773,531
TA PYB:	\$0

Each year the FHWA redistributes unused highway funds from States that do not use/obligate their spending authority. In May of 2018, INDOT received an additional \$3.1 billion in federal funds through redistribution. Graciously INDOT is sharing the windfall with all the MPOs in the state. The Lafayette MPO received \$230,703 in federal funds. These funds must be obligated in FY 2019, 2020 or 2021.

Living within the budget means that project requests are capped at the requested amount. If a project needs additional federal funding, the TIP can either be amended (if there are still federal funds available), unused funds from another project can be transferred or the jurisdiction must make up the difference with local funds. The costs shown are estimated for the year the project phase is implemented or started.

### STBG, Areas with Populations over 5K to 200K Funds

The MPO has the flexibility to spend Surface Transportation Block Grant funds throughout the County. STBG funds can be used by local governments for all phases of a project, including engineering, right-of-way and construction.

Based on information from INDOT, we have been directed to use an estimated STBG funding allocation of \$4,025,530 for FY 2020 and all the out years of this TIP. Additional STBG funds are programmed in FY 2020 due to FY 2019 carry over funds. Detailed information can be found in **Appendix 3**. It should be noted that when more accurate funding estimates are released, projects could shift and either start earlier or later.

The Technical Transportation Committee reviewed and financially constrained the LPA project requests on January 16, 2019 and on March 20, 2019. Over thirty-five million dollars in STBG funds were requested for ten projects. **Tables 8 through 12** show those projects that were chosen along with the amount of federal funds allocated to each project. Each table shows a zero balance in STBG funds demonstrating that this TIP is fiscally constrained. This TIP complies with INDOT's and FHWA's policies.

**Table 8: STBG Funding, Fiscal Year 2020**

Project	Phase	Des #	TIP Allocation	Annual Allocation	PYB	Bonus Funds
<b>STBG Funds</b>				<b>4,102,414</b>	<b>671,574</b>	<b>230,703</b>
Twyckenham	CN	1401285	2,888,657	2,888,657	---	---
Concord Road	CN	1900477	359,589	40,600	318,989	---
Yeager Road	PE	1401281	15,067	15,067	---	---
Yeager Road	RW	1401281	129,625	---	129,625	---
South 9 <sup>th</sup> St.	PE	1900482	581,264	538,354	42,910	---
Klondike Road	CN	1173626	208,388	208,388	---	---
US 231 Study	PE	2001532	100,000	100,000	---	---
CityBus	---	---	140,198	140,198	---	---
<b>Total</b>			<b>4,773,988</b>	<b>3,931,264</b>	<b>291,524</b>	<b>0</b>
<b>Balance</b>				<b>171,150</b>	<b>180,050</b>	<b>230,703</b>
<b>Unobligated Balance</b>						

**Table 9: STBG Funding, Fiscal Year 2021**

Project	Phase	Des #	TIP Allocation	Annual Allocation	Bonus Funds
<b>STBG Funds</b>				<b>4,017,788</b>	<b>230,703</b>
Lindberg Road	CN	1173627	2,436,918	2,436,918	---
Park East Boulevard	CN	1700405	1,721,883	1,487,310	230,703
North River Road	CN	1401279	93,560	93,560	---
<b>Total</b>			<b>4,252,361</b>	<b>4,017,788</b>	<b>230,703</b>
<b>Balance</b>				<b>0</b>	<b>0</b>

**Table 10: STBG Funding, Fiscal Year 2022**

Project	Phase	Des #	TIP Allocation	Annual Allocation
<b>STBG Funds</b>				<b>4,025,530</b>
Sagamore Parkway Trail	CN	1401287	2,789,426	2,789,426
Morehouse Road	RW	1401280	389,904	389,904
Soldiers Home Road, Ph 1	PE	1401291	846,200	846,200
<b>Total</b>			<b>4,025,530</b>	<b>4,025,530</b>
<b>Balance</b>				<b>0</b>

**Table 11: STBG Funding, Fiscal Year 2023**

Project	Phase	Des #	TIP Allocation	Annual Allocation
STBG Funds				<b>4,025,530</b>
Yeager Road	CN	1401281	3,359,894	3,359,894
McCutcheon Ped Safety	CN	1601028	136,193	136,193
Morehouse Road	RW	1401280	289,443	289,443
South 9 <sup>th</sup> Street	RW	1900482	240,000	240,000
<b>Total Balance</b>			<b>4,025,530</b>	<b>4,025,530 0</b>

**Table 12: STBG Funding, Fiscal Year 2024**

Project	Phase	Des #	TIP Allocation	Annual Allocation
STBG Funds				<b>4,025,530</b>
Morehouse Road	CN	1401280	3,945,530	3,945,530
<b>Total Balance</b>			<b>3,945,530</b>	<b>3,945,530 80,000</b>
			<b>Unobligated Balance</b>	

**Non-Motorized Project Identification and Summary**

In June of 2012, the Area Plan Commission adopted the **2040 MTP**. It recommends that 10% of this community's Surface Transportation Program funds go to independent non-motorized projects that are not part of a larger road project. Examples of those projects include the construction of trails and sidepaths. This TIP continues that policy. Ten percent of our STBG funds equates to \$402,563 per year. **Table 13** shows the amounts allocated to road projects and to non-motorized projects with updated allocations.

**Table 13: STBG Funding for Road and Non-Motorized Projects**

Fiscal Year	STBG Funds	Bike & Ped
2020	4,025,530	402,563
2021	4,017,788	401,778
2022	4,025,530	402,563
2023	4,025,530	402,563
2024	4,025,530	402,563
<b>Total</b>	<b>20,119,908</b>	<b>2,012,030</b>

The STBG financially constrained tables (**Tables 8-12**) include three independent non-motorized projects that use our STBG funds. One involves constructing a trail in West Lafayette and the other involves installing lighting along the trail on Concord Road in

Lafayette. **Table 14** summarizes the non-motorized projects and it shows that we have allocated \$2,830,026 in STBG funds for non-motorized projects over the five years.

Based on our annual allocation from FY 2020 through FY 2024, our five years cumulative allocation equates to \$20,119,908. Ten percent that amount is \$2,012,030. Comparing the ten percent target amount to the amount allocated, we have exceeded our target by \$817,996. This equates to 14.1% of our five-year allocation. This TIP exceeds the goal established in the 2040 Metropolitan Transportation Plan.

**Table 14: Non-Motorized Projects, Fiscal Years 2020 - 2024**

Project	Phase	Des #	TIP Allocation	Fiscal Year
<b>STBG Funds</b>				
Concord Road Trail Lighting	CN	1900477	40,600	2020
Sagamore Parkway Trail	CN	1401287	2,789,426	2022
<b>Total</b>			<b>2,830,026</b>	

It should also be noted that all of the reconstruction and/or widening projects that have been allocated STBG federal funds will contain a sidewalk and/or trail component.

On April 25, 2019, a Memorandum of Understanding, MOU, was signed between the Area Plan Commission and the Evansville MPO. The MOU involved trading \$616,477.21 in FY 2019 federal funds from the Area Plan Commission in exchange of the same amount from the Evansville MPO in FY 2025.

On March 13, 2020, a MOU was signed between the Area Plan Commission of the Terre Haute MPO. The MOU involved trading \$573,000 in FY 2020 federal funds from the Area Plan Commission in exchange for the same amount in FY 2021. The funds will be used on the North River Road at CR 500N project.

Similarly, INDOT has agreed to trade \$169,011 in FY 2020 federal funds which will be exchanged for FY 2021 federal funds. The funds will be used on the North River Road at CR 500N project.

## STBG, Areas with Populations under 5K Funds

STBG funds for rural area are available to counties for eligible improvements to rural roads. LPAs seeking these funds compete against each other within the INDOT district. INDOT's approval is based on several factors: how close the project is to construction, the ability of the LPA to match federal funds, and how well the project is moving through right-of-way acquisition. There are four County bridge projects that will utilize these funds.

## Highway Safety Improvement Program Funds

Highway Safety Improvement Program (HSIP) funds are for safety-oriented projects. These funds typically pay for ninety percent of the project cost. There are certain project types where these funds will pay for the entire cost. Except for low cost countermeasure

projects, all projects must document and correct a hazardous road location through a crash analysis or safety audit. Applications for funding are reviewed and approved by the TTC and then by an INDOT/FHWA safety committee. These funds can be used for preliminary engineering, right-of-way and construction.

Based on current information from INDOT, we have been directed to use an estimate of HSIP funding allocation of \$578,467 for FY 2020 and the out years of this TIP. Detailed information can be found in **Appendix 3**. Unlike STBG funds, the MPO is allowed to transfer up to fifty percent (\$289,233) of its HSIP funds to STBG funds. It should be noted that when more accurate funding estimates are released, projects could shift and either start earlier or later. It should be noted additional HSIP funds are programmed in FY 2020 due to FY 2019 carry over funds.

Another funding source for safety projects is through Section 164 Penalty funds. The U.S. Department of Transportation encourages States to enact and enforce repeat intoxicated driver laws. Since the State of Indiana has not enacted certain laws toward this, a portion of the State's STBG funds are transferred and can only be used for safety related projects. Our FY 2019 Penalty funding allocation is \$159,631. These funds cannot be flexed to STBG funds.

The projects chosen to receive funding were derived from the FY 2018-2021 TIP, road safety audits, and/or needs analysis. **Tables 15** through **19** show those projects that were chosen along with the amount of federal funding

**Table 15: HSIP Funding, Fiscal Year 2020**

Project	Phase	Des #	TIP Allocation	Annual Allocation	PYB Balance
HSIP Funds				<b>742,011</b>	<b>773,531</b>
Yeager Road	RW	1401281	323,531	---	323,531
McCutcheon Ped Safety	RW	1601028	263,732	---	263,732
Klondike Road	CN	1173626	186,268	---	186,268
Terre Haute MPO Trade	---	---	---	573,000	---
Trade to another MPO	---	---	---	169,011	---
<b>Total Balance</b>			<b>773,531</b>	<b>742,011 0</b>	<b>773,531 0</b>

**Table 16: HSIP Funding, Fiscal Year 2021**

Project	Phase	Des #	TIP Allocation	Annual Allocation
HSIP Funds				<b>716,267</b>
MPO Trade				<b>2,196,377</b>
<b>Combined Total</b>				<b>2,912,644</b>
North River Road	CN	1401279	2,196,376	2,912,644
<b>Total Balance</b>			<b>2,196,376</b>	<b>2,912,644 0</b>

**Table 17: HSIP Funding, Fiscal Year 2022**

Project	Phase	Des #	TIP Allocation	Annual Allocation
HSIP Funds				<b>727,183</b>
Trade to NIRPC MPO	---	---	---	727,183
<b>Total Balance</b>			<b>---</b>	<b>727,183 0</b>

**Table 18: HSIP Funding, Fiscal Year 2023**

Project	Phase	Des #	TIP Allocation	Annual Allocation
HSIP Funds				<b>738,098</b>
McCutcheon Ped Safety	CN	1601028	738,098	738,098
<b>Total Balance</b>			<b>738,098</b>	<b>738,098 0</b>

**Table 19: HSIP Funding, Fiscal Year 2024**

Project	Phase	Des #	TIP Allocation	Annual Allocation
HSIP Funds				<b>727,183</b>
Trade to NIRPC				727,183
<b>Total Balance</b>				<b>727,183 0</b>

The Technical Transportation Committee reviewed and financially constrained the LPA project requests on January 16, 2019. Over 3.7 million dollars in HSIP funds were requested for two projects. **Tables 15 through 19** show those projects that were chosen along with the amount of federal funds allocated to each project. As a result of INDOT's financial constraint rules, there are not enough funds in a single year to construct the North River Road safety improvements. In order to fund the project, APC will seek a trade of FY 2020, FY 2022 and FY 2024 funds with another MPO. Trading funds is an option and has been done recently with the Klondike Road project.

## Transportation Alternatives Set Aside Funds

Providing federal funds to construct facilities for non-motorized traffic has been part of national funding since the passage of ISTEA in 1991. The ultimate goal is to help communities provide transportation choices.

The FAST Act provides funding for a variety of non-motorized projects through Transportation Alternatives (TA) which is a set-aside of the STBG program. Projects previously programmed in MAP-21 under Transportation Enhancements, Recreational Trails, and Safe Routes to School are now combined into this program. Eligible activities include

on-road and off-road trail facilities for pedestrians, bicyclists and other non-motorized forms of transportation including: sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic calming techniques, lighting and other safety related infrastructure, and transportation projects to achieve compliance with the Americans with Disabilities Act. Furthermore, projects involving the removal of outdoor advertising, preservation and rehabilitation of historic transportation facilities, and projects under the recreational trails and safe routes to school programs are eligible.

Based on current information from INDOT, we have been directed to use an estimate \$213,774 TA funding for FY 2020 and all the out years. Detailed information can be found in **Appendix 3**. It should be noted that there is a possibility projects could shift and either start earlier or later when more accurate estimates are released. Like HSIP funds, the MPO can transfer up to 50% of its funds to STBG projects. It should be noted additional HSIP funds are programmed in FY 2020 due to FY 2019 carry over funds.

The projects chosen are selected from the FY 2018-2021 TIP or the 2045 Metropolitan Transportation Plan. Several projects, Twyckenham Boulevard, Lindberg Road, Yeager Road and Morehouse Road include new trails that will be constructed in conjunction with the road improvement project. **Tables 20** through **24** show the allocation of TA funds over the five-year period.

**Table 20: TA Funding, Fiscal Year 2020**

Project	Phase	Des #	TIP Allocation	Annual Allocation
TA Funds				<b>217,598</b>
Twyckenham Boulevard	CN	1401285	217,598	217,598
<b>Total Balance</b>			<b>217,598</b>	<b>217,598 0</b>

**Table 21: TA Funding Fiscal Year 2021**

Project	Phase	Des #	TIP Allocation	Annual Allocation
TA Funds				<b>214,883</b>
Lindberg Road	CN	1173626	214,883	214,883
<b>Total Balance</b>			<b>214,883</b>	<b>214,883 0</b>

**Table 22: TA Funding, Fiscal Year 2022**

Project	Phase	Des #	TIP Allocation	Annual Allocation
TA Funds				<b>213,774</b>
Sagamore Parkway Trail	CN	1401287	213,774	213,774
<b>Total Balance</b>			<b>213,774</b>	<b>213,774 0</b>

**Table 23: TA Funding, Fiscal Year 2023**

Project	Phase	Des #	TIP Allocation	Annual Allocation
TA Funds				<b>213,774</b>
Yeager Road	CN	1401281	213,774	213,774
<b>Total Balance</b>			<b>213,774</b>	<b>213,774 0</b>

**Table 24: TA Funding, Fiscal Year 2024**

Project	Phase	Des #	TIP Allocation	Annual Allocation
TA Funds				<b>213,774</b>
Morehouse Road	CN	1401280	213,774	213,774
<b>Total Balance</b>			<b>213,774</b>	<b>213,774 0</b>

The Technical Transportation Committee reviewed and financially constrained the LPA project requests on January 16, 2019. The projects chosen include a trail and sidewalk component. The Sagamore Parkway Trail is part of a trail that will connect West Lafayette and Lafayette. **Tables 20 through 24** show those projects that were chosen along with the amount of federal funds allocated to each project. Each table shows a zero balance demonstrating that this TIP is fiscally constrained. This TIP is in compliance with INDOT's and FHWA's policies.

## Rail-Highway Crossing Funds

These special funds improve railroad crossing safety. Unlike other federal funds, local agencies cannot request these funds. Projects are chosen by INDOT based on Federal Railroad Administration index ratings and benefit to cost analysis. Those having the highest ratings and the best benefit to cost ratio are chosen.

At this time there are no projects in Tippecanoe County that will be using these funds.

## Transit & Airport Funding

Funding projections for transit projects, both operating and capital, are based on current and previous year funding levels. A detailed analysis of the financial condition and capability of CityBus is found in Section 10, Analysis of Financial Capacity: CityBus.

The Federal Aviation Administration sets limits for its funding categories. Funding for airport projects, both capital and operating, will remain at current levels.



## Local Funding Sources

The projects listed in **Table 4** show that a variety of local funding will be used in FY 2020 through FY 2024. A summary of these sources and amounts are shown in **Table 25** and **26**. The City of Lafayette anticipates using various local funds for its projects: Cumulative Capital Funds, Economic Development Income Tax, General Funds, Wheel Tax, Local Road and Street, Motor Vehicle Highway funds, Tax Increment Financing, and Local Highway Option Income Tax. The City of West Lafayette anticipates using Tax Increment Financing (TIF). The county anticipates using Economic Development Income Tax (EDIT) and Local Road and Street Funds (LR&S) and Wheel Tax money the five federally funding projects. Cumulative Bridge funds (CBF) will be used for all bridge projects.

**Table 25: Source of Local Funds for Funded Local Projects**

Project	Anticipated Local funds
Concord Road	CCF, EDIT, GF, Wheel Tax, LR&S & MVH
South 18 <sup>th</sup> Street	CCF, EDIT, GF, Wheel Tax, LR&S & MVH
Park East Boulevard	TIF, EDIT, MVH, LRS & LHOIT
South 9 <sup>th</sup> Street	TIF, EDIT, MVH, LRS & LHOIT
Twyckenham Boulevard	TIF, EDIT, MVH, LRS & LHOIT
Sagamore Parkway Trail	TIF
Soldiers Home Road, Ph 1	TIF
Klondike Road	LR&S, EDIT & MVH
Lindberg Road	LR&S, EDIT & MVH
McCutcheon Ped Safety	LR&S, EDIT & MVH
Morehouse Road	LR&S, EDIT & MVH
Yeager Road	LR&S, EDIT & MVH
North River Road at CR 500N	LR&S, EDIT & MVH
US 231 Study	Shared by various jurisdictions

**Table 26: Amount of Local Funds for Funded Local Projects**

Jurisdiction	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024
<b>Lafayette</b>	2,111,777	9,468,245	0	60,000	0
<b>West Lafayette</b>	5,726,000*	0	1,009,100	3,200,000	0
<b>Tippecanoe County</b>	299,586	3,588,468	235,574	1,795,249	3,768,196
<b>CityBus</b>	11,306,676	13,805,854	12,892,132	13,297,238	13,714,497

\*Note: Part of the local match in FY 2020 will be shared by others for the US 231 Study

## INDOT Funding

INDOT uses a variety of federal and state funds for its road and bridge programs. **Table 27** summarizes that information by source and year. INDOT is responsible for fiscally constraining its project list.

**Table 27: INDOT Project Expenditures by Fund and Year**

FY 2020			
Funding Type	Federal	State	Total
STBG	11,344,637	2,836,159	14,180,796
NHPP	6,413,694	801,522	7,215,216
HSIP	1,039,144	115,460	1,154,604
<b>Total</b>	<b>18,797,475</b>	<b>3,753,141</b>	<b>22,550,616</b>

FY 2021			
Funding Type	Federal	State	Total
STBG	12,954,239	3,238,811	16,194,050
NHPP, 80%	758,890	173,210	932,100
NHPP, 90%	9,608,202	1,089,800	10,698,002
HSIP	578,677	67,075	645,752
<b>Total</b>	<b>23,900,008</b>	<b>4,569,896</b>	<b>28,469,904</b>

FY 2022			
Funding Type	Federal	State	Total
STBG	36,974,262	9,243,565	46,217,827
NHPP	77,820,177	8,849,604	86,669,781
HSIP	2,859,251	317,695	3,176,946
<b>Total</b>	<b>117,653,690</b>	<b>18,410,864</b>	<b>136,064,554</b>

FY 2023			
Funding Type	Federal	State	Total
STBG	10,352,171	2,588,046	12,940,217
<b>Total</b>	<b>10,352,171</b>	<b>2,588,046</b>	<b>12,940,217</b>

FY 2024			
Funding Type	Federal	State	Total
STBG	6,627,650	1,656,913	8,284,563
NHPP	1,003,746	111,528	1,115,274
<b>Total</b>	<b>7,631,396</b>	<b>1,768,441</b>	<b>9,399,837</b>

## *City and County Operations & Maintenance Financial Analysis*

According to the guidance issued by the Federal Highway Administration, the financial plan shall contain system-level estimates of costs and revenue sources that are reasonably expected to be available to adequately operate and maintain federal-aid highways. TIPs are required to examine previous years' operating and maintenance expenses and revenues, and then estimate whether there will be sufficient funds to maintain the federal-aid highway system for the next five years.

Both cities and the county have provided financial information from their Annual Operational Report for Local Roads and Streets. This report is required under Indiana Code 8-17-4.1. The information used in this analysis is from 2014 to 2017. Information for 2018 is not yet available from the local government agencies. Individual tables for each jurisdiction follow.

There are few clear trends among receipts, disbursements and differences for any jurisdiction. Receipts and disbursements fluctuate yearly. In some years increases or decreases were small, while in other years they were substantial. Overall, the difference has been positive with a few exceptions.

Comparing cash and investments at the beginning and end of the year presents a challenge because there are several years in which only cash was reported. Other than those years, the end balances for all jurisdictions show no overall increasing or decreasing trends. However, balances at the end of each year have always been positive.

Both cities and the county anticipate receiving adequate funding to continue operating and maintaining the federal-aid highways over the next five years. The three local governments prepare budgets every year which must be approved by the state. The information in the following exhibits is used to develop their budgets.

**Table 28**  
**City of Lafayette**  
**Operating and Maintenance History, 2014 - 2017**

	2014	2015	2016	2017
<b><i>Cash and Investments as of January 1</i></b>				
Balance	<b>2,183,885.07</b>	<b>1,416,859.00</b>	<b>732,611.00</b>	<b>4,862,918.25*</b>
<b><i>Annual Information</i></b>				
<b><i>Receipts</i></b>				
MVH	4,647,796.48	4,813,931.00	5,142,627.00	5,010,393.89
LRS	602,740.00	690,893.00	572,208.00	726,995.82
LH	422,039.00	920,227.00	894,396.00	936,602.09
Other	0.00	0.00	0.00	0.00
<b>Total</b>	<b>5,672,575.48</b>	<b>6,325,051.00</b>	<b>6,609,231.00</b>	<b>6,673,991.80</b>
<b><i>Disbursements</i></b>				
MVH	4,647,053.00	5,278,751.00	5,264,197.00	5,012,741.87
LRS	1,470,666.38	508,570.00	425,019.00	290,842.31
Cum. Bridge	321,882.17	1,221,978.00	801,786.00	3,528,276.83
Other	0.00	0.00	0.00	0.00
<b>Total</b>	<b>6,439,601.55</b>	<b>7,009,299.00</b>	<b>6,491,002.00</b>	<b>8,831,861.01</b>
Total Receipts	5,672,575.48	6,324,051.00	6,609,231.00	6,673,991.80
Total Disbursements	6,439,601.55	7,009,299.00	6,491,002.00	8,831,861.01
<b>Difference</b>	<b>-767,026.07</b>	<b>-684,248.00</b>	<b>118,229.00</b>	<b>-2,157,869.21</b>
<b><i>Cash and Investments as of December 31</i></b>				
Balance	<b>1,416,859.00</b>	<b>732,611.00</b>	<b>850,840.00</b>	<b>2,705,049.04</b>

\*Note: The difference between the 2016 ending balance and the 2017 beginning balance, \$4,012,078, is the inclusion of the Special Local Income Tax Fund in 2017. The State of Indiana directed the city to expend the fund balance on road projects.

**Table 29**  
**City of West Lafayette**  
**Operating and Maintenance History, 2014 - 2017**

	2014	2015	2016	2017
<b><i>Cash and Investments as of January 1</i></b>				
<b>Balance</b>	<b>1,982,500.00</b>	<b>2,628,452.12</b>	<b>2,607,382.17</b>	<b>3,336,607.24</b>
<b><i>Annual Information</i></b>				
<u><i>Receipts</i></u>				
MVH	680,383.00	1,703,648.08	2,021,742.14	2,130,654.17
LRS	231,795.00	288,188.85	323,868.21	427,395.81
Other Funds	8,035,315.00	82,711.34	6,588.00	314,923.73
<b>Total</b>	<b>8,947,493.00</b>	<b>2,065,604.39</b>	<b>2,352,198.35</b>	<b>2,872,973.71</b>
<u><i>Disbursements</i></u>				
MVH	942,382.00	1,715,746.37	1,407,369.75	905,821.79
LRS	244,797.00	288,188.85	209,015.53	226,187.10
Other	8,277,841.00	82,711.34	6,588.00	0.00
<b>Total</b>	<b>9,465,020.00</b>	<b>2,086,646.56</b>	<b>1,622,973.28</b>	<b>1,132,008.89</b>
Total Receipts	8,947,493.00	2,065,604.39	2,352,198.35	2,872,973.71
Total Disbursements	9,465,020.00	2,086,646.56	1,622,973.28	1,132,008.89
<b>Difference</b>	<b>-517,527.00</b>	<b>-21,042.17</b>	<b>729,225.07</b>	<b>1,740,964.82</b>
<b><i>Cash and Investments as of December 31</i></b>				
<b>Balance</b>	<b>1,464,973.00</b>	<b>2,607,409.95</b>	<b>3,336,607.24</b>	<b>5,077,572.06</b>

**Table 30**  
**Tippecanoe County**  
**Operating and Maintenance History, 2014 - 2017**

	2014	2015	2016	2017
<b><i>Cash and Investments as of January 1</i></b>				
<b>Balance</b>	<b>9,681,928.91</b>	<b>8,334,591.82</b>	<b>8,975,811.80</b>	<b>1,225,610.43</b>
<b><i>Annual Information</i></b>				
<b><u>Receipts</u></b>				
MVHs	4,507,731.61	4,498,803.68	4,466,553.67	4,938,856.61
LRS	923,665.54	901,310.04	988,692.62	1,101,604.77
Cum. Bridge	3,000,999.52	2,967,209.56	2,808,278.99	2,816,205.54
Other	0.00	6,521,637.58	9,593,305.25	4,607,601.05
<b>Total</b>	<b>8,432,396.67</b>	<b>14,888,960.86</b>	<b>17,856,830.53</b>	<b>13,464,267.97</b>
<b><u>Disbursements</u></b>				
MVH	41,92,978.23	3,210,415.56	3,413,114.34	4,370,529.32
LRS	968,903.78	1,010,515.83	939,117.06	812,395.04
Cum. Bridge	3,085,453.10	3,552,200.75	2,869,622.17	2,059,532.17
Other	0.00	5,574,736.47	8,415,000.62	5,833,212.48
<b>Total</b>	<b>8,247,734.11</b>	<b>13,347,868.61</b>	<b>15,636,854.19</b>	<b>13,075,669.01</b>
Total Receipts	8,432,396.67	14,888,960.86	17,856,830.53	13,464,267.97
Total Disbursements	8,247,734.11	13,347,868.61	15,636,854.19	13,075,669.01
<b>Difference</b>	<b>185,022.56</b>	<b>1,541,092.25</b>	<b>2,219,976.34</b>	<b>388,599.96</b>
<b><i>Cash and Investments as of December 31</i></b>				
<b>Balance</b>	<b>9,866,951.47</b>	<b>9,875,684.07</b>	<b>11,195,788.14</b>	<b>1,614,210.39</b>

## 8. *Project Selection and Priorities*

The Technical Transportation Committee reviews requests for federal funds and recommends projects to be funded. Its review includes discussing issues pertaining to safety, infrastructure condition, congestion reduction, system reliability, freight movement and economic vitality and environmental sustainability. The limited amount of federal funds constrains the projects that can be programmed.

The FAST Act requires the planning process use a performance-based approach in the decision-making process. This process uses goals, measures and data to make better informed decisions in how our transportation funding is invested. The approach increases accountability and transparency. Its aim is for a better performing transportation system. States are required to set performance targets within one year of the USDOT's final ruling on performance measures. MPOs are then required to establish their own performance targets 180 days thereafter. The Area Plan Commission agreed to support INDOT's targets on November 18, 2018. Specific details of these performance measures can be found in the Performance Measure and Target Achievement chapter. The safety performance measure is the only one applicable in selecting and prioritizing projects for this TIP. Furthermore, local performance measures were also used in selecting and prioritizing projects. Transit performance measures were used by the local transit system to select projects.

In comparing the safety performance targets to the anticipated road improvements, all projects in which federal funds have been allocated will follow the latest guidelines established in the Indiana Design Manual. Except for the new road construction project, Park East Boulevard, all of the other projects will be rebuilt and brought up to current design standards. Amenities for pedestrians, bicyclists, and transit patrons will be improved and/or added.

Two projects have been selected within the City of Lafayette and they involve add lighting to the trail along Concord Road and adding a Hawk signal at 18<sup>th</sup> Street and the Linear Trail. Both improvements target safety for pedestrians and bicyclists.

Two safety projects have been allocated HSIP funding and preliminary engineering is being developed. Safety Audits were conducted for both projects and the audits helped guide the type of improvements each project will include. The River Road project targets safety for motor vehicles while the McCutcheon project targets safety for students walking to and from school.

The FTA also requires performance measures to be used by transit systems and MPOs. While there are six performance measures under the FHWA, there are only two under the FTA: Transit Asset Management (TAM) and Safety Management System (SMS). FTA published its final rules for TAM on July 26, 2016 and transit systems are to develop performance measures for its rolling stock, equipment and facilities. CityBus adopted its 2019 through 2023 targets on October 3, 2018. Details of the most recent TAM plan can be found in the Performance Measure and Target Achievement chapter.

In comparing the performance targets to the anticipated capital projects, CityBus is exceptionally proactive in keeping the transit system in good repair. The transit system's annual program of projects includes maintenance and vehicle replacement projects. CityBus plans to replace several fixed routes buses over the next five years. Detailed project information by calendar year can be found on pages 57 through 65.

The performance measures outlined by FHWA and FTA are not the sole measures used by the committee in selecting and prioritizing local projects within this TIP. The following additional performance measures were used:

- a) Is the project in the 2045 MTP?
- b) Is the project in the 2045 MTP financially constrained list?
- c) Was the project previously programmed and is it advancing?
- d) How far has the project advanced?
- e) Does the project include sidewalks, bike lanes or trails?
- f) Is the project complete street compliant?
- g) Will the project be designed to meet ADA standards?
- h) Does the project include access management?

Additionally, RFIs have been completed for all projects that have not begun preliminary engineering. The areas of possible environmental concerns were identified.

The process used in selecting and prioritizing the projects in this TIP followed the methodology cited above. The Technical Transportation Committee reviewed and prioritized the requests on January 16, 2019.

## STBG, HSIP & TA Project Selection/Priority Review

There are many similarities in priorities between this TIP and the previous one. Projects in the previous TIP that sought federal funds for construction are on track and will receive funding in this TIP. Projects that sought funds for engineering and land acquisition have advanced in this TIP. One new project was added (South 9th Street). South 9th Street has been shown in the unfunded table in previous TIPs and will now receive funding.

## INDOT Projects

The Technical Transportation Committee also identified and recommended various INDOT projects that are a priority to the community. The recommendation did not include any maintenance projects. **Table 31** shows the recommended projects.



**Table 31: Recommended INDOT Priority Projects**

State Road	Location	Description
<i>Projects Programmed in the TIP</i>		
SR 26	At CR 900E	New Signal Installation
SR 28	US 231 to US 52 W. Jct.	Road Rehabilitation
SR 38	Ph 2, east part of Dayton	Road Rehabilitation
SR 43	At I-65 NB ramp	Intersection Improvement
SR 43	At I-65 SB ramp	Intersection Improvement
US 231	N of I-74 to 2.87 mi N of SR28	Auxiliary Passing Lanes
US 231	At SR 28	New Signal Installation
US 231	At CR 800S	New Signal Installation
<i>Projects in the 2045 Metropolitan Transportation Plan</i>		
US 231	US 52 to I-65	New Road Construction
I-65	E. County Line to SR 38	Six Lane Widening
I-65	North of SR 25 to SR 43	Six Lane Widening
I-65	SR 43 to New US 231	Six Lane Widening
US 52/Teal	At Sagamore Parkway	Intersection Improvement
Special US 52	Klondike Rd to Morehouse Rd	Rural to Urban Design
Special US 52	Morehouse Rd to Yeager Rd	Rural to Urban Design
Special US 52	Yeager Rd to Nighthawk Dr	Per US 52 Corridor Study

## Complete Street Determination

The Complete Streets Policy was adopted as part of the **2040 MTP**. Its goal is to create an equitable, balanced and effective transportation system where every roadway user can travel safely and comfortably, and where sustainable transportation options are available to everyone.

When a TIP is being developed, the Policy requires the Technical Transportation Committee to review federally funded project descriptions and then make a recommendation to the Policy Committee whether projects are compliant or exempt. All local projects seeking federal funds in the FY 2020-2024 TIP were found to be compliant. Projects not previously reviewed were reviewed by the Committee on January 16, 2019 and were determined to be compliant. The following projects were reviewed:

Lafayette: Concord Road, 18<sup>th</sup> Street, Park East Boulevard, South 9<sup>th</sup> Street and Twickenham Boulevard.

West Lafayette: Sagamore Parkway Trail and Soldiers Home Road, Phase 1.

Tippecanoe County: Lindberg Road, McCutcheon Ped Safety, Morehouse Road, Yeager Road and North River Road.

## 9. Performance Measures and Target Achievements

The FHWA and FTA issued new transportation planning rules on the statewide and MPO planning process to reflect the use of a performance based approach to decision-making in support of the national goals. These processes must document how the MPO, INDOT and transit providers shall jointly agree to cooperatively develop and share information related to transportation performance data, the selection of performance targets, the reporting of performance to be used in tracking progress toward attainment of critical outcomes for the MPO region and the collection of data for the INDOT asset management plan for the NHS.

### INDOT Performance Measures

INDOT has initiatives in place that enable them to invest available funding effectively to achieve their performance goals. The Transportation Asset Management Plan (TAMP) provides detailed information on those initiatives, associated methods for prioritizing projects, agency goals, objectives and investment strategies, and resulting bridge and pavement conditions based on 10-year spending plans. INDOT also has a Strategic Highway Safety Plan (SHSP) that sets priorities for the primary safety focused programs and guides the DOTs, MPOs, and other safety partners in addressing safety across the state. The INDOT freight plan and long-range transportation plan are also used to inform the TAMP. The Planning Roles, Responsibilities, & Cooperative Operation Manual clarifies roles and responsibilities for transportation planning activities including the performance based planning processes.

For projects using Federal funding, such as National Highway Performance Program (NHPP), National Highway Freight Program (NHFP), and Surface Transportation Block Grant (STBG) funds (excluding urbanized area dedicated funds), along with State Construction funds, INDOT's Divisions of Planning and Statewide Technical Services uses a data-driven process, including performance-based business rules to help prioritize projects for inclusion in the recommended Five-Year State Transportation Improvement Program (STIP). This process evaluates projects based on investment strategies and project prioritizations as outlined in the *Indiana Transportation Asset Management Plan (TAMP - April 2018)* and results in the elevation of projects that will contribute toward the achievement of INDOT's targets for bridge condition, pavement condition, traffic congestion, travel time reliability for both passenger vehicles and highway freight, and safety. The resulting program of projects is approved by the Program Management Group (PMG) and the executive office for inclusion in the Indiana STIP and the MPO's TIP. Projects specifically designed to make progress toward INDOT's bridge and pavement condition targets are identified by the Pavement and Bridge Asset Management Teams and support the 10-year goals as described in INDOT's TAMP. Projects funded through HSIP are selected by the Safety Asset Management Team to make progress toward INDOT's safety improvement targets, as described in INDOT's SHSP; projects selected to make progress toward meeting INDOT's congestion and travel time reliability targets are selected by the Mobility Asset Management Team; and projects funded through the CMAQ program are selected by the Mobility Asset Management Team to make progress toward meeting INDOT's emission reduction targets. INDOT coordinates

the performance targets with the MPOs through monthly meetings with the MPO Council and other ad-hoc meetings.

## Local Highway Performance Measures

As defined by Title 23, USC 150, transportation performance measures for the Federal-aid highway program are grouped into six elements and they are: 1) Pavement Conditions; 2) Bridge Conditions; 3) Travel Time Reliability; 4) Interstate Freight Reliability; 5) On-Road Mobile Emission; and 6) Safety. INDOT established its own targets and they are outlined in the STIP. The Policy Board adopted the targets set by INDOT as the local targets and the notification letters can be found in **Appendix 10**. The adoption occurred on October 11, 2018. Except for the Safety performance measure, targets have been established for FY 2019 and 2021. The Safety targets are adopted annually with the FY 2019 target adopted on October 11, 2018.

### Project selection and priorities

Of the six performance measures, only one is applicable to the local level review. The performance measures for pavement, bridge, travel-time, and freight apply only to the Interstate system and Non-Interstate routes on the National Highway System. INDOT maintains all the Interstates in Indiana (I-65 in Tippecanoe County) and there are no local maintained roads in Tippecanoe County that are on the National Highway System. The On-Road Mobile Emission Targets are not applicable because Tippecanoe County is in attainment for all the targeted pollutants. The only performance measure applicable to us is the safety targets and discussion of its application to project selection can be found in the previous section.

<i>Safety Performance Measure</i>	<i>Target</i>
• Number of Fatalities	889.6 or less
• Rate of Fatalities	1.087 or less
• Number of Serious Injuries	3,501.9 or less
• Rate of Serious Injuries per 100 million miles traveled	4.234 or less
• Number of Non-Motorists Fatalities and Serious Injuries	393.6 or less

## Transit Performance Measures

Moving toward developing and approving transit projects based on performance measures, the FTA requires transit systems to develop a TAM and SMS Plans. The Planning Rules require each MPO to establish targets no later than 180 days after the date on which the relevant provider of public transportation establishes its performance targets. MPOs were required to establish their state of Good Repair Targets before June 30, 2017. CityBus adopted its initial target in January of 2017 and the Area Plan Commission adopted them when the FY 2018-2021 TIP was adopted on May 11, 2017. CityBus developed and adopted a 2019 through 2023 TAM Plan on October 3, 2018. The Area Plan Commission adopts the updated TAM performance measures with adoption of this TIP.

- 1) Rolling Stock – Percent of revenue vehicles that have met or exceeded their useful life benchmark.

Performance Measure	2019 Target	2020 Target	2021 Target	2022 Target	2023 Target
Articulated Bus (AB)	50 %	50 %	50 %	50 %	50 %
Bus (BU)	20 %	20 %	20 %	20 %	20 %
Cutaway (CU)	10 %	10 %	10 %	10 %	10 %

- 2) Equipment – Percent of service vehicles that have met or exceeded their useful life benchmark

Performance Measure	2019 Target	2020 Target	2021 Target	2022 Target	2023 Target
Automobiles	25 %	25 %	25 %	25 %	25 %

- 3) Facility– Percent of facilities rated below 3 on the condition scale

Performance Measure	2019 Target	2020 Target	2021 Target	2022 Target	2023 Target
Administration Facilities	10 %	10 %	10 %	10 %	10 %
Maintenance Facilities	10 %	10 %	10 %	10 %	10 %
Passenger Facilities	10 %	10 %	10 %	10 %	10 %

FTA's SMS is an approach to detect and correct safety problems earlier, share and analyze data more effectively and measure safety performance more carefully. The final rules were published on July 19, 2018 and required certain transit systems to develop a plan within one year.

SMS was published on July 19, 2018 and transit systems are required to develop their plan within one year. The plan is to include four main elements: 1) safety management policy; 2) safety risk management; 3) safety assurances; and 4) safety promotion. CityBus is currently developing its plan.

## 2045 MTP Performance Measures Review

In developing a TIP, MPO's are required to address and take into consideration performance target achievements as defined under Title 23, 450.326(d). The FAST Act states:

“The TIP shall include, to the maximum extent practicable, a description of the anticipated effect of the TIP toward achieving the performance targets identified in the metropolitan transportation plan, linking investment priorities to those performance targets.”

In other words, this is done to ensure that our federal transportation dollars are invested wisely and that projects chosen for funding are based on data. The comparison shows whether the projects in this TIP meet and address the performance measures identified in the **2045 MTP**.

The goals and performance measures spelled out in the **2045 MTP, Table 20**, address five areas that are important to the community. They include a mixture of goals from previous plans along with new emphasis area. The five goals are:

- Goal 1: Improve Livability, Sustainability and Active Transportation Options,
- Goal 2: Preserve Roadway Capacity and Minimize Traffic Congestion,
- Goal 3: Improve the Safety and Security of all Road Users,
- Goal 4: Enhance Mobility and Accessibility, and
- Goal 5: Reduce the Effects of Climate Change.

### **Goal 1: Improve Livability, Sustainability and Active Transportation Options**

This performance measure targets the long-term maintenance of our economy, environment, and social institutions. All of the local projects in this TIP that involve reconstruction and added capacity and those addressing cycling and walking needs are derived from the **2045 MTP**. The projects are also derived from the **Comprehensive Land Use Plan** and its focus on orderly and compact growth which strengthens our economy, environment and social institutions.

Applicable Performance Measures under this Goal:

- a) Install bus stop pads and adjacent sidewalks or trails,
- b) Increase the miles of bicycle and pedestrian facilities,
- c) Increase the number of ADA compliant curb ramps.

### **Goal 2: Preserve Roadway Capacity and Minimize Traffic Congestion**

This performance measure aims to reduce the number of vehicle miles traveled, maintaining peak period travel time, and access management. The projects in this TIP reduce travel time by strengthening and improving network circulation. The projects are part of the circular and radial connectivity envisioned by the **2040 MTP**. With improved network connectivity, persons and goods flow more efficiently into and through the community.

Applicable Performance Measure under this Goal:

- a) Improve the condition of on and off system bridges,
- b) Improve roadway pavement conditions,
- c) Reduce per-capita Million Vehicle Miles Traveled, or measures of reliability, or number of vehicles or people moving through/around the community.

### **Goal 3: Improve the Safety and Security of all Road Users**

The goal of this performance measure includes reducing crashes, and ensuring projects use the latest design standards to minimize conflicts between all transportation modes. Projects using safety funds are derived from analysis or are programmatic projects with known safety benefits. Reconstruction, added capacity, and new construction projects are designed to meet current design standards for all transportation modes as well as ADA standards.

Applicable Performance Measures under this Goal:

- a) Reduce the number of fatalities,
- b) Reduce the fatality rate,
- c) Reduce the number of serious injuries,
- d) Reduce the serious injury rate,
- e) Reduce the number of Non-motorized serious injuries and fatalities

**Goal 4: Enhance Mobility and Accessibility**

This performance measure addresses nontraditional travel modes; specifically walking, cycling, and transit. All local projects within this TIP, except those addressing maintenance issues, include components for all three. All reconstruction and widening projects contain a sidewalk on one side with a multiuse trail on the other side. These two components enhance transit by offering a safe path to bus stops.

Applicable Performance Measures under this Goal:

- a) Increased geographic area served, hours of operation and accessibility.

**Goal 5: Reduce the Effects of Climate Change.**

The projects in this TIP reduce the effects of climate change by offering more opportunities for those who normally use motor vehicles to switch to other travel modes. The projects not only include facilities specifically for pedestrians and cyclists, but also improve connectivity to existing facilities, thus making it easier for citizens to switch travel modes.

Applicable Performance Measures under this Goal:

- a) Implement ongoing and proposed mitigation projects, and
- b) Install bus stop pads and a sidewalk or trail connection to all bus stops,

## 10. Analysis of Financial Capacity: CityBus

The MPO has, in accordance with the requirements of FTA Circular 9030.1E, assessed the Greater Lafayette Public Transportation Corporation's (CityBus) financial condition and capability. Historic trends are shown in **Tables 32** and **33**. Projected revenue (**Table 34**) will meet future operating and capital needs from fares, passes, local taxes, and state Public Mass Trans Funds (PMTF) in conjunction with federal assistance.

### Condition Review

There are primarily four funding sources used by the transit system. CityBus receives revenue from the National Transit Trust Fund, apportioned by Congress each year. Funds from the state's PMTF are used to meet both operating and capital needs. Local funds are generated from operating revenue (fares, passes, advertising and tokens) and local taxes (property tax, county option income tax, and excise tax).

The annual federal apportionment and the percent change are shown in **Table 32**. Generally, CityBus has experienced an increase in federal funding over the past five years. Funding did decrease in CY 2018 mainly due to an overall decrease in FTA's apportionment in Section 5307 funding.

Additionally, CityBus has received special federal funds. FTA's Small Transit Intensive Cities (STIC) program awards funds to transit systems based on six industry performance measures. They are: passenger miles per vehicle revenue mile, passenger miles per vehicle revenue hour, vehicle revenue mile per capita, vehicle revenue hour per capita, passenger miles per capita, and passenger trips per capita. CityBus has met and exceeded the performance criteria for the past five years. In 2018, CityBus met five of the criteria and received \$606,008.

**Table 32: Federal Funds Available to CityBus**

CY Year	Total Apportionment	Percent Change	STIC funds
2014	\$2,216,663*		\$768,065
2015	\$3,074,325	38.7%	\$504,224
2016	\$3,312,130	7.7%	\$947,159
2017	\$3,367,952	1.7%	\$537,193
2018	\$3,077,152	-8.6%	\$606,008

\*Note, Federal funding was reduced by INDOT in trade for Section 5339 funds.

Funding from the State's PMTF has fluctuated over the years (**Table 33**) but has consistently been over four million dollars each year. The formula INDOT uses to distribute funds is based solely on performance measures. Since CityBus is successful at marketing itself and ridership continues at a high level, the amount of PMTF funds received continues to be substantial.

**Table 33: CityBus Financial Condition**  
(Information is shown by Calendar Year)

	2014	2015	2016	2017	2018
<b>Operating Expenses by Revenue Source</b>					
Operating <sup>1</sup>	3,353,861	3,482,417	3,472,090	3,673,884	3,725,844
% Change		3.8%	-0.3%	5.8%	1.4%
Local <sup>2</sup>	3,368,288	1,863,823	3,087,943	1,890,110	3,250,701
% Change		-44.7%	65.7%	-38.8%	72.0%
State (PMTF)	4,015,882	4,177,487	4,128,955	4,122,009	4,239,824
% Change		4.0%	-1.2%	-0.2%	2.9%
Federal	2,216,663	3,074,325	3,312,130	3,367,952	3,077,152
% Change	-26.5%	38.7%	7.7%	1.7%	-8.6%
Section 5309	0	0	0	0	0
Section 5310	0	0	0	96,974	0
Section 5316	0	0	44,644	0	0
Section 5339	1,657,420	0	857,392	353,725	485,760
Total Operating Expenses	14,612,114	12,598,052	14,001,118	13,504,654	11,667,312
% Change		-13.8%	11.1%	-3.5%	-13.6%
<b>Capital Expenses by Revenue Source</b>					
Local <sup>3</sup>	594,597	1,126,721	1,541,753	137,860	780,631
Federal	2,378,386	4,506,885	6,167,012	551,439	3,122,523
Total Capital Expenses	2,972,983	5,633,606	7,708,765	689,299	3,903,154

Source: Indiana Public Transportation Annual Report: 2014, 2015, 2016 & 2017  
Greater Lafayette Public Transportation Corporation: 2018  
All Figures are Unaudited

<sup>1</sup> Funding sources derived from Fares, Passes, Advertising and Tokens

<sup>2</sup> Funding sources derived from Property Tax, County Option Income Tax, and Excise Tax

<sup>3</sup> Capital projects reflect both Section 5307 Capital and capital grants solely funded from local funds

<sup>4</sup> Federal funding was reduced by INDOT in trade with Section 5339 funds



Funds received through fares, passes, tokens, and advertising (listed under operating revenues in **Table 33**) have increased over the past five years. There was a slight decrease in 2016.

Revenues generated from local taxes (listed under local revenue) have fluctuated. These funds come from three different sources: property tax, county option income tax, and excise tax. Of the three, the excise tax has been the most reliable source and steadily increased. Property tax revenue fluctuates every year.

## Financial Capability Review

CityBus anticipates it will receive adequate funding to continue operating the system through the next five years (**Table 34**). Operating costs are anticipated to slightly increase every year. Projected revenues are anticipated to increase or remain constant and should be more than sufficient to meet projected expenses. Comparing projected operating and capital costs to total projected revenue, **Table 34** clearly shows there will be adequate funds available. These projections include all local, state PMTF, and federal assistance.

With passage of the FAST Act, CityBus foresees that federal Section 5307 funds will remain constant with a slight increase.

State PMTF funds are anticipated to remain constant with only a slight annual increase. The funding formula rewards transit systems that operate efficiently. Past annual reports clearly show that CityBus leads the state in system performance. If CityBus continues to operate as efficiently as it has, then state funds should at least remain stable if not continue to increase.

Local funding sources are also anticipated to increase over the next five years. At this time, funds generated from fares, passes, advertising and tokens are expected to steadily increase (2.0% annually). Likewise, funds generated from taxes should increase (2.0% annually).

**Table 34: CityBus Financial Capability**  
(Information is shown by Calendar Year)

	2019	2020	2021	2022	2023	2024
<b>Projected Revenues</b>						
Operating <sup>1</sup>	3,723,623	3,798,095	3,874,057	3,951,539	4,030,569	4,111,181
% Change		2.0%	2.0%	2.0%	2.0%	2.0%
Local <sup>2</sup>	3,413,397	3,481,665	3,551,298	3,622,324	3,694,771	3,768,666
% Change		2.0%	2.0%	2.0%	2.0%	2.0%
State (PMTF)	4,206,508	4,248,573	4,291,509	4,333,969	4,377,309	4,421,082
% Change		1.0%	1.0%	1.0%	1.0%	1.0%
Federal	3,138,695	3,201,469	3,265,498	3,330,808	3,397,424	3,465,373
Sec 5307		2.0%	2.0%	2.0%	2.0%	2.0%
%Change						
Sec 5310	142,000	0	0	0	0	0
Sec 5339	796,201	0	0	0	0	0
STBG	290,266	140,198				
Carry Over	226,686	397,105	300,000	350,000	400,000	510,000
MACOG		1,000,000				
Total	15,937,376	16,267,105	15,282,362	15,588,640	15,900,073	16,276,302
<b>Projected Operating Costs</b>						
	12,252,323	12,728,374	13,110,225	13,503,532	13,908,638	14,325,897
<b>Projected Capital Costs</b>						
	2,416,095	2,558,247	1,943,000	1,943,000	1,943,000	1,943,000
<b>Projected Operating and Capital Costs</b>						
Total	14,669,418	15,286,095	15,053,225	15,446,532	15,851,638	16,268,897

Source: Greater Lafayette Public Transportation Corporation

<sup>1</sup> Funding sources derived from Fares, Passes, Advertising and Tokens

<sup>2</sup> Funding sources derived from Property Tax, County Option Tax, and Excise Tax

## Section 5307 Capital Expenditure, Justification & Summary for CY 2019

### **1. Replacement Tires, \$70,000**

*Des #1500390*

With nearly 1.7 million miles of fixed route revenue service operated annually, this request constitutes replacement of tires on approximately 50% of the full size coaches. Six tires are required for each bus. The expected life of the tires is over one (1) year considering the average mileage run on each tire. Budgeted amount for tires for each unit is \$2,060.

### **2. Rebuild up to Five (5) Bus Engines, \$61,000**

*Des #1500391*

Due to age, CityBus anticipates the need to rebuild up to five (5) engines in 2019 at an average cost of \$12,200 each.

### **3. Rebuild up to Four (4) Bus Transmissions, \$74,000**

*Des #1500392*

CityBus anticipates the need to rebuild up to three (3) transmission rebuilds. Estimated average cost of each transmission rebuild is \$6,000. CityBus's also plans for the replacement of the battery and drive for one hybrid bus at \$50,000.

### **4. Bus Rebuild Components, \$28,000**

*Des #1500393*

Based upon previous experience, CityBus anticipates the need to purchase major bus components including turbochargers, alternators, ECM's, fuel pumps, etc. Estimated average cost of each unit rebuild is \$1,000 and twenty-eight (28) units are anticipated.

### **5. Computer Hardware and Software, \$50,000**

*Des #1500394*

A continuous investment must be made to keep information technology systems up-to-date, including system components for the dispatch center, automated vehicle location systems, and computers for administrative and maintenance functions. Many computer systems need to be updated or replaced every two to three years in order for systems to operate effectively.

### **6. Support Vehicle, \$36,000**

*Des #1500395*

Replace the 2009 Ford Econoline Van. The support vehicle to be replaced was purchased in 2009. This vehicle will meet the requirements of FTA Circular 9030.1E in terms of age for replacement.

### **7. Bus Replacement, \$1,500,000**

*Des #1500396*

Due to the age and condition of several buses in the fleet, CityBus desires to purchase up to three (3) replacement full-sized buses. CityBus will replace the vehicles per FTA guidelines outlined in FTA Circular 9030.1D. The buses being replaced will be over 12 years in age and are becoming increasingly too expensive to maintain. CityBus will replace 2007 buses #1501, 1502, and 1503.

### **8. Security Cameras for Vehicles and Security: Perimeter Gates, \$45,000**

*Des #1500399*

Security Cameras: FTA requires 1% of Section 5307 funds to be used for security-related transit enhancements. CityBus will acquire security cameras system for new revenue vehicles.

Perimeter Gates: CityBus will acquire electronic activated security gates for the 1250 Canal Road location to restrict vehicular and pedestrian access to the property.

**Table 35: CY 2019 Section 5307 Capital Grant Summary**

	<u>Federal Share</u>	<u>Local Share</u>	<u>Total Cost</u>
Replacement Tires	56,000	14,000	70,000
Engine Rebuilds	48,800	12,200	61,000
Transmission Rebuilds	59,200	14,800	74,000
Bus Rebuild Components	22,400	5,600	28,000
Computer Hardware/Software	40,000	10,000	50,000
Support Vehicle	28,800	7,200	36,000
Bus Replacement	1,200,000	300,000	1,500,000
Security Cameras for Vehicles and Security: Perimeter Gates	36,000	9,000	45,000
<b>TOTAL</b>	<b>1,491,200</b>	<b>372,800</b>	<b>1,864,000</b>

### Section 5339 Capital Expenditure, Justification & Summary for CY 2019 & CY 2020

#### **1. Bus Replacement, \$500,095 (CY 2019)**

*Des #1900471*

Due to the age and condition of several buses in the fleet, CityBus desires to purchase one (1) replacement full-sized bus. CityBus will replace the vehicle per FTA guidelines outline in FTA Circular 9030.1D. The bus being replaced is over 12 years in age and is becoming increasingly too expensive to maintain. CityBus will replace 2005 bus #1404.

#### **2. Ranger Upgrade, \$53,000 (CY 2019)**

*Des #1900471*

In-vehicle mobile data terminals for use with the CAD/AVL system using the 2G/3G wireless network will no longer be provided service and support effective July 2019, with complete system decommission in December 2019. Most of the equipment to be replaced is approximately 7-9 years old, with a few that are less than 5 years old. The equipment is used daily in fixed route (50) and paratransit (5) service; replacing the equipment is essential to maintain current service levels and to provide real-time bus location and arrival information to passengers.

#### **3. Bus Replacement, \$550,000 (CY 2020)**

*Des #1700413*

40-Foot Heavy Duty Transit Bus, Compressed Natural Gas (CNG) Propulsion; including vehicle security cameras; farebox, APC/Ranger equipment. The bus to be replaced is currently 9 years old with 401,022 lifetime miles. At the time of replacement, it will be past FTA useful life by age and mileage. It is used in daily fixed route service; replacing the bus is essential to maintaining current service levels. Vehicle No. 1804, a 2010 Gillig (VIN# 15GGD3011A1179165).

#### **4. Bus Equipment, \$94,051 (CY 2020)**

*Des #1700413*

Bus equipment: including vehicle security cameras and WiFi devices, APC/Ranger equipment. Ranger 4.4, in-vehicle mobile data terminals for use with intelligent transportation system (CAD/AVL related equipment); all Ranger 1 and Ranger 4.3 devices that operate on the 2G/3G network (55 devices total). Most of the equipment to be replaced is approximately 7-9 years old; with a few that are less than 5 years old. Our mobile service provider, Verizon, has notified us that they will no longer provide 2G/3G service and support effective July 2019, with a complete system decommission in December 2019. This equipment is used in daily fixed route (50+) and paratransit (5) service; replacing the equipment is essential to maintaining current service levels and to provide real-time bus location and arrival information to passengers.

## Section 5307 Capital Expenditure, Justification & Summary for CY 2020

### **1. Replacement Tires, \$70,000**

*Des #1700414*

With nearly 1.7 million miles of fixed route revenue service operated annually, this request constitutes replacement of tires on approximately 50% of the full size coaches. Six tires are required for each bus. The expected life of the tires is over one (1) year considering the average mileage run on each tire. Budgeted amount for tires for each unit is \$2,060.

### **2. Rebuild up to Five (5) Bus Engines, \$61,000**

*Des #1700415*

Due to age, CityBus anticipates the need to rebuild up to five (5) engines in 2020 at an average cost of \$12,200 each.

### **3. Rebuild up to Four (4) Bus Transmissions, \$74,000**

*Des #1700416*

CityBus anticipates the need to rebuild up to three (4) transmission rebuilds. Estimated average cost of each transmission rebuild is \$6,000. CityBus's also plans for the replacement of the battery and drive for one hybrid bus at \$50,000.

### **4. Bus Rebuild Components, \$28,000**

*Des #1700417*

Replacement components: turbo charge units, charge air coolers, alternators, ECM's, outboard planetary differentials, fuel pumps, and brake units. Based on the previous years' experience, up to two (2) units of each item may be needed at the average cost of \$2,000 each.

### **5. Computer Hardware and Software, \$50,000**

*Des #1700418*

A continuous investment must be made to keep information technology systems up-to-date, including system components for the dispatch center, automated vehicle location systems, and computers for administrative and maintenance functions. Many computer systems need to be updated or replaced every two to three years in order for systems to operate effectively.

### **6. Support Vehicle, \$50,000**

*Des #1700419*

Replace the 2012 Ford Edge. The support vehicle to be replaced was purchased in 2012. This vehicle will meet the requirements of FTA Circular 9030.1E in terms of age for replacement. The estimated cost of the replacement vehicle was increase based on the cost of previously purchased support vehicles with both exceeded \$30,000.

### **7. Bus Replacement, \$1,030,000**

*Des #1700420*

Due to the age and condition of several buses in the fleet, CityBus desires to purchase up to two (2) replacement full-sized buses. CityBus will replace the vehicles per FTA guidelines outlined in FTA Circular 9030.1D. The buses being replaced will be over 12 years in age and are becoming increasingly too expensive to maintain. CityBus will replace 2007 buses #1504 and 1505. The new buses will use CNG fuel.

### **8. Security Cameras for Vehicles, \$30,000**

*Des #1700421*

FTA requires 1% of Section 5307 funds to be used for security-related transit enhancements. CityBus will acquire a security cameras system for new revenue vehicles.

**9. Ped/Bike Detection System, \$250,000***Des #1801629*

These additional funds will be added to the FY 2018 5339 funds and will allow CityBus to procure Ped/Bike Detection Systems for the entire transit fleet.

**10. Facility Rehabilitation, \$500,000***Des #2001173*

CityBus will use \$400,000 to replace the roof of the administrative office/garage and additional smaller rehab/replace projects will occur for the administration/maintenance facilities (such as garage doors). The roof being replaced is estimated to be in excess of 20-25 years in age.

**11. Micro-Transit Software, \$60,000***Des #2001174*

CityBus will invest \$48,000 (federal funds) in software to support and manage operations for micro-transit service. The software will have tools for scheduling trips and dispatching.

**12. Micro-Transit Vehicle Purchase, \$180,000***Des #2001175*

CityBus will invest \$144,000 (federal funds) for the purchase of micro-transit vehicles (2) to provide service to underserved areas in the community. The vehicles will be purchased and maintained per FTA guidelines as outlined in FTA Circular 9020.1D.

**Table 36: CY 2020 Section 5307 Capital Grant Summary**

	<u>Federal Share</u>	<u>Local Share</u>	<u>Total Cost</u>
Replacement Tires	56,000	14,000	70,000
Engine Rebuilds	48,800	12,200	61,000
Transmission Rebuilds	59,200	14,800	74,000
Bus Rebuild Components	22,400	5,600	28,000
Computer Hardware/Software	40,000	10,000	50,000
Support Vehicle	40,000	10,000	50,000
Bus Replacement	824,000	206,000	1,030,000
Security Cameras for Vehicles	24,000	6,000	30,000
Ped/Bike Detection System	200,000	50,000	250,000
Facility Rehabilitation, New Roof	400,000	100,000	500,000
Micro-Transit Software	48,000	12,000	60,000
Micro-Transit Vehicles	144,000	36,000	180,000
<b>TOTAL</b>	<b>2,418,400</b>	<b>388,600</b>	<b>1,943,000</b>

## Section 5310 Operating and Capital Justification & Summary for CY 2020, Des #1700413

**1. Route Operating Service Extension, \$57,928**

Operating assistance for extension for evening service of 4 hrs on 2A/2B to Northend Community Center. The Center houses over a dozen organizations that serve the community, such as the Shine On University, helping individuals with cognitive, physical disabilities and autism, and the Tippecanoe Senior Center.

### **2. Travel Training, \$65,048**

INDOT awarded GLPTC Section 5310 funds for the continuation of our travel training program. This program provides in-person training to senior citizens and people with disabilities to help them navigate and use GLPTC's fixed route and ADA paratransit service.

### **3. Paratransit Buses, \$166,575**

Bus 443 (standard diesel) was procured in 2010 and will have surpassed FTA useful life and mileage by the time this grant is obligated. It has accrued 176,111 miles as of 12/31/18. No major non-preventative maintenance has occurred for this bus.

Bus 444 (CNG) was procured in 2015 and will have surpassed FTA useful life and mileage by the time this grant is obligated. It has accrued 116,510 miles as of 12/31/18. In 2018, the engine was replaced in-house costing \$6,034.

## **Section 5307 Planning Projects Expenditure, Justification & Summary for CY 2020**

### **1. Engineering Services, \$350,000**

*Des #2001176*

CityBus will invest \$280,000 (federal funds) in engineering services for the expansion of the CNG fueling station.

### **2. Strategic Plan Ph. 2, \$90,000**

*Des #1700412*

This amendment implements the second phase in developing the strategic plan. A consulting firm will be hired to conduct five tasks including: 1) rider and non-rider surveying throughout the community; 2) boundary and taxation review and analysis; 3) focus groups of business and elected leaders and non-profit organizations; 4) researching new technology for use in public transit, and; 5) a mobility study. CityBus will use \$60,000 in residual funds from the Initial study and \$30,000 in 2020 funds for a total of \$90,000.

## **STBG FHWA Funds Expenditure, Justification & Summary for FY 2019 & 2020**

### **1. Bus Stop Improvements, \$362,833 (FY 2019) & \$130,247 (FY 2020)**

*Des #1801629*

CityBus will use the transferred federal funds for sidewalk improvements, bus shelters, ADA facilities, and other transit related infrastructure.

### **2. Route Planning Software, \$45,000**

*Des #2001609*

CityBus will procure transit planning software to better understand and plan bus routes. The software will help CityBus plan route changes by analyzing ridership, origin-destination data, collisions, GIS information, change in miles, and associated cost for every route change, including all changes from temporary detours to a full system redesign.

## Section 5307 Capital Expenditure, Justification & Summary for CY 2021

### **1. Replacement Tires, \$70,000**

*Des #1700423*

With nearly 1.7 million miles of fixed route revenue service operated annually, this request constitutes replacement of tires on approximately 50% of the full size coaches. Six tires are required for each bus. The expected life of the tires is over one (1) year considering the average mileage run on each tire. Budgeted amount for tires for each unit is \$2,060.

### **2. Rebuild up to Five (5) Bus Engines, \$151,000**

*Des #1700424/LAF-21-003*

Due to age, CityBus anticipates the need to rebuild up to five (5) engines in 2021 at an average cost of \$12,200 each.

### **3. Rebuild up to Four (4) Bus Transmissions, \$74,000**

*Des #1700425*

CityBus anticipates the need to rebuild up to three (4) transmission rebuilds. Estimated average cost of each transmission rebuild is \$6,000. CityBus's also plans for the replacement of the battery and drive for one hybrid bus at \$50,000.

### **4. Bus Rebuild Components, \$28,000**

*Des #1700426*

Replacement components: turbo charge units, charge air coolers, alternators, ECM's, outboard planetary differentials, fuel pumps, and brake units. Based on the previous years' experience, up to two (2) units of each item may be needed at the average cost of \$2,000 each.

### **5. Computer Hardware and Software, \$50,000**

*Des #1700427*

A continuous investment must be made to keep information technology systems up-to-date, including system components for the dispatch center, automated vehicle location systems, and computers for administrative and maintenance functions. Many computer systems need to be updated or replaced every two to three years in order for systems to operate effectively.

### **6. Support Vehicle, \$50,000**

*Des #1700428/LAF-21-007*

Replace the 2013 Chevy Silverado HD 3500. The support vehicle to be replaced was purchased in 2013. This vehicle will meet the requirements of FTA Circular 9030.1E in terms of age for replacement.

### **7. Bus Replacement, \$4,226,040**

*Des #1700429/LAF-21-008*

Due to the age and condition of several buses in the fleet, CityBus desires to purchase up to three (3) replacement full-sized buses. CityBus will replace the vehicles per FTA guidelines outlined in FTA Circular 9030.1D. The buses being replaced will be over 12 years in age and are becoming increasingly too expensive to maintain. CityBus will replace 2007 buses #1601, 1602, and 1603.

### **8. Security Cameras for Vehicles, \$30,000**

*Des #1700430*

FTA requires 1% of Section 5307 funds to be used for security-related transit enhancements. CityBus will acquire a security cameras system for new revenue vehicles.



**9. Facility Rehabilitation, \$442,500***LAF-21-010*

CityBus will use \$354,000 in federal funds to replace the asphalt for the administrative office and garage buildings at Canal Road, install A/C in the major overhaul garage, and additional smaller rehab/replace projects will occur for the administration/maintenance facilities (such as garage doors).

**10. Shop Equipment, \$28,000***LAF-21-011*

CityBus will use \$222,400 in federal funds to purchase shop equipment consisting of portable lifts and tire changer. The lifts will be used for smaller vehicles such as the paratransit vans and support vehicles, and the tire changer will allow mechanics to mount tires in-house rather than at an external vendor.

**11. Departure Signage, \$75,000***LAF-21-012*

CityBus will purchase departure/arrival signage for bus stops and the CityBus Center. Most of the signs will be replacing old signs that are using services that will no longer be supported by third-party contractors.

**Table 37: CY 2021 Section 5307 Capital Grant Summary**

	<u>Federal Share</u>	<u>Local Share</u>	<u>Total Cost</u>
Replacement Tires	56,000	14,000	70,000
Engine Rebuilds	120,800	30,200	151,000
Transmission Rebuilds	59,200	14,800	74,000
Bus Rebuild Components	22,400	5,600	28,000
Computer Hardware/Software	40,000	10,000	50,000
Support Vehicle	40,000	10,000	50,000
Bus Replacement	3,380,832	845,208	4,226,040
Security Cameras for Vehicles	24,000	6,000	30,000
Facility Rehabilitation	354,000	88,500	442,500
Shop Equipment	22,400	5,600	28,000
Departure Signage	60,000	15,000	75,000
<b>TOTAL</b>	<b>4,179,632</b>	<b>1,044,908</b>	<b>5,224,540</b>

**Section 5307 Planning Projects Expenditure,  
Justification & Summary for CY 2021, LAF-21-013**

CityBus will invest \$240,000 in federal funds for a feasibility study and engineering services to convert the current production area to revenue and support vehicle storage and preventative maintenance area for property at 2800 Duncan Road. Project total cost is \$300,000.

## **Section 5310 Capital Expenditure, Justification & Summary for CY 2021, Des #2002549**

### **1. Paratransit Buses, \$412,433**

Procurement of four (4) CNG paratransit vehicles to replace the following paratransit vehicles: 2015 (#446 and #447), 2017 (#448) and 2019 (#449). The vehicles have met or will meet FTA's replacement criteria as stated in FTA's Circular 5100.1 when replaced.

### **2. Travel Training, \$67,485**

INDOT awarded GLPTC Section 5310 funds for the continuation of our travel training program. This program provides in-person training to senior citizens and people with disabilities to help them navigate and use GLPTC's fixe route and ADA paratransit service.

### **3. Route Operating Service Extension, \$66,277**

Operating assistance for extension for evening service of 4 hrs on 2A/2B to Northend Community Center. The Center houses over a dozen organizations that serve the community, such as the Shine On University, helping individuals with cognitive, physical disabilities and autism, and the Tippecanoe Senior Center

### **4. Route Operating Service Extension, \$57,928**

Operating assistance for new North 9<sup>th</sup> Street and Wabash Avenue route. This route would serve the County Work Release facility and the neighborhood just south of downtown Lafayette. Service to the neighborhood was identified in the Coordinated Human Services Transit Plan.

## **Section 5339 Capital Expenditure, Justification & Summary for CY 2021, Des #2002550**

### **CNG Refueling Station Expansion, \$1,500,000**

While the fueling station facilities are well within their useful lifespan, the rapidly growing fleet has led to a premature strain on the system and it currently operates beyond its anticipated capacity. The compressor and dispenser cannot adequately meet the demand of the growing fleet, significantly slowing the fueling process and requiring additional time and labor hours for maintenance staff to refuel buses at the end of each day. Expanding the CNG station is necessary to increase the refueling capacity of the system and reduce the inefficiencies associated with the existing fueling process.

## **Section 5307 Capital Expenditure, Justification & Summary for CY 2022, Des #1900472**

### **1. Replacement Tires, \$70,000**

With nearly 1.7 million miles of fixed route revenue service operated annually, this request constitutes replacement of tires on approximately 50% of the full size coaches. Six tires

are required for each bus. The expected life of the tires is over one (1) year considering the average mileage run on each tire. Budgeted amount for tires for each unit is \$2,060.

**2. Rebuild up to Five (5) Bus Engines, \$61,000**

Due to age, CityBus anticipates the need to rebuild up to five (5) engines in 2022 at an average cost of \$12,200 each.

**3. Rebuild up to Four (4) Bus Transmissions, \$74,000**

CityBus anticipates the need to rebuild up to three (4) transmission rebuilds. Estimated average cost of each transmission rebuild is \$6,000. CityBus's also plans for the replacement of the battery and drive for one hybrid bus at \$50,000.

**4. Bus Rebuild Components, \$28,000**

Replacement components: turbo charge units, charge air coolers, alternators, ECM's, outboard planetary differentials, fuel pumps, and brake units. Based on the previous years' experience, up to two (2) units of each item may be needed at the average cost of \$2,000 each.

**5. Computer Hardware and Software, \$50,000**

A continuous investment must be made to keep information technology systems up-to-date, including system components for the dispatch center, automated vehicle location systems, and computers for administrative and maintenance functions. Many computer systems need to be updated or replaced every two to three years in order for systems to operate effectively.

**6. Support Vehicle, \$30,000**

Replace the 2014 Ford Explorer. The support vehicle to be replaced was purchased in 2014. This vehicle will meet the requirements of FTA Circular 9030.1E in terms of age for replacement.

**7. Bus Replacement, \$1,600,000**

Due to the age and condition of several buses in the fleet, CityBus desires to purchase up to three (3) replacement full-sized buses. CityBus will replace the vehicles per FTA guidelines outlined in FTA Circular 9030.1D. The buses being replaced will be over 12 years in age and are becoming increasingly too expensive to maintain. CityBus will replace 2009 buses #1703, 1704, and 1705.

**8. Security Cameras for Vehicles, \$30,000**

FTA requires 1% of Section 5307 funds to be used for security-related transit enhancements. CityBus will acquire a security cameras system for new revenue vehicles.

**Table 38: CY 2022 Section 5307 Capital Grant Summary**

	<u>Federal Share</u>	<u>Local Share</u>	<u>Total Cost</u>
Replacement Tires	56,000	14,000	70,000
Engine Rebuilds	48,800	12,200	61,000
Transmission Rebuilds	59,200	14,800	74,000
Bus Rebuild Components	22,400	5,600	28,000
Computer Hardware/Software	40,000	10,000	50,000
Support Vehicle	24,000	6,000	30,000
Bus Replacement	1,280,000	320,000	1,600,000
Security Cameras for Vehicles	24,000	6,000	30,000
<b>TOTAL</b>	<b>1,554,400</b>	<b>388,600</b>	<b>1,943,000</b>

**Section 5307 Capital Expenditure, Justification & Summary for CY 2023, Des #1900475**

**1. Replacement Tires, \$70,000**

With nearly 1.7 million miles of fixed route revenue service operated annually, this request constitutes replacement of tires on approximately 50% of the full size coaches. Six tires are required for each bus. The expected life of the tires is over one (1) year considering the average mileage run on each tire. Budgeted amount for tires for each unit is \$2,060.

**2. Rebuild up to Five (5) Bus Engines, \$61,000**

Due to age, CityBus anticipates the need to rebuild up to five (5) engines in 2023 at an average cost of \$12,200 each.

**3. Rebuild up to Four (4) Bus Transmissions, \$74,000**

CityBus anticipates the need to rebuild up to three (4) transmission rebuilds. Estimated average cost of each transmission rebuild is \$6,000. CityBus's also plans for the replacement of the battery and drive for one hybrid bus at \$50,000.

**4. Bus Rebuild Components, \$28,000**

Replacement components: turbo charge units, charge air coolers, alternators, ECM's, outboard planetary differentials, fuel pumps, and brake units. Based on the previous years' experience, up to two (2) units of each item may be needed at the average cost of \$2,000 each.

**5. Computer Hardware and Software, \$50,000**

A continuous investment must be made to keep information technology systems up-to-date, including system components for the dispatch center, automated vehicle location systems, and computers for administrative and maintenance functions. Many computer systems need to be updated or replaced every two to three years in order for systems to operate effectively.

**6. Support Vehicle, \$30,000**

Replace the 2015 Dodge Caravan. The support vehicle to be replaced was purchased in 2015. This vehicle will meet the requirements of FTA Circular 9030.1E in terms of age for replacement.

### **7. Bus Replacement, \$1,600,000**

Due to the age and condition of several buses in the fleet, CityBus desires to purchase up to three (3) replacement full-sized buses. CityBus will replace the vehicles per FTA guidelines outlined in FTA Circular 9030.1D. The buses being replaced will be over 12 years in age and are becoming increasingly too expensive to maintain. CityBus will replace 2009 buses #1706, 1707, and 1708.

### **8. Security Cameras for Vehicles, \$30,000**

FTA requires 1% of Section 5307 funds to be used for security-related transit enhancements. CityBus will acquire a security cameras system for new revenue vehicles.

**Table 39: CY 2023 Section 5307 Capital Grant Summary**

	<u>Federal Share</u>	<u>Local Share</u>	<u>Total Cost</u>
Replacement Tires	56,000	14,000	70,000
Engine Rebuilds	48,800	12,200	61,000
Transmission Rebuilds	59,200	14,800	74,000
Bus Rebuild Components	22,400	5,600	28,000
Computer Hardware/Software	40,000	10,000	50,000
Support Vehicle	24,000	6,000	30,000
Bus Replacement	1,280,000	320,000	1,600,000
Security Cameras for Vehicles	24,000	6,000	30,000
<b>TOTAL</b>	<b>1,554,400</b>	<b>388,600</b>	<b>1,943,000</b>

## **Section 5307 Capital Expenditure, Justification & Summary for CY 2024, Des #1900479**

### **1. Replacement Tires, \$70,000**

With nearly 1.7 million miles of fixed route revenue service operated annually, this request constitutes replacement of tires on approximately 50% of the full size coaches. Six tires are required for each bus. The expected life of the tires is over one (1) year considering the average mileage run on each tire. Budgeted amount for tires for each unit is \$2,060.

### **2. Rebuild up to Five (5) Bus Engines, \$61,000**

Due to age, CityBus anticipates the need to rebuild up to five (5) engines in 2024 at an average cost of \$12,200 each.

### **3. Rebuild up to Four (4) Bus Transmissions, \$74,000**

CityBus anticipates the need to rebuild up to three (4) transmission rebuilds. Estimated average cost of each transmission rebuild is \$6,000. CityBus's also plans for the replacement of the battery and drive for one hybrid bus at \$50,000.

### **4. Bus Rebuild Components, \$28,000**

Replacement components: turbo charge units, charge air coolers, alternators, ECM's, outboard planetary differentials, fuel pumps, and brake units. Based on the previous years'

experience, up to two (2) units of each item may be needed at the average cost of \$2,000 each.

#### **5. Computer Hardware and Software, \$50,000**

A continuous investment must be made to keep information technology systems up-to-date, including system components for the dispatch center, automated vehicle location systems, and computers for administrative and maintenance functions. Many computer systems need to be updated or replaced every two to three years in order for systems to operate effectively.

#### **6. Support Vehicle, \$30,000**

Replace the 2015 Dodge Caravan. The support vehicle to be replaced was purchased in 2015. This vehicle will meet the requirements of FTA Circular 9030.1E in terms of age for replacement.

#### **7. Bus Replacement, \$1,600,000**

Due to the age and condition of several buses in the fleet, CityBus desires to purchase up to three (3) replacement full-sized buses. CityBus will replace the vehicles per FTA guidelines outlined in FTA Circular 9030.1D. The buses being replaced will be over 12 years in age and are becoming increasingly too expensive to maintain. CityBus will replace 2010 buses #1801, 1802, and 1803.

#### **8. Security Cameras for Vehicles, \$30,000**

FTA requires 1% of Section 5307 funds to be used for security-related transit enhancements. CityBus will acquire a security cameras system for new revenue vehicles.

**Table 40: CY 2024 Section 5307 Capital Grant Summary**

	<u>Federal Share</u>	<u>Local Share</u>	<u>Total Cost</u>
Replacement Tires	56,000	14,000	70,000
Engine Rebuilds	48,800	12,200	61,000
Transmission Rebuilds	59,200	14,800	74,000
Bus Rebuild Components	22,400	5,600	28,000
Computer Hardware/Software	40,000	10,000	50,000
Support Vehicle	24,000	6,000	30,000
Bus Replacement	1,280,000	320,000	1,600,000
Security Cameras for Vehicles	24,000	6,000	30,000
<b>TOTAL</b>	<b>1,554,400</b>	<b>388,600</b>	<b>1,943,000</b>

## 11. Area Changes from FY 2018 - 2021 TIP

Since adoption of the 2018-2021 TIP, both cities, the county and INDOT have built several projects throughout Tippecanoe County. Projects range from small intersection improvements to constructing new roads like the Hoosier Heartland.

The MPO provides a detailed project status report in a separate document called the Annual Listing of Projects. It is a comprehensive guide to projects that have started construction. An individual summary is provided for each project that includes: letting date, target completion date, funding sources, development timeline, aerial photos and location pictures. Additional information on preliminary engineering and right-of-way is also provided for local projects. The document is available on the Area Plan Commission's web site.

The following section summarizes the status of projects shown in the FY 2018-2021 TIP.

### City of Lafayette

#### **Bike/Ped Safety Education**

In 2017, the county-wide group working alongside a consultant team developed a safety plan and it was adopted by the Policy Board on November 9, 2017. The group and consultant team worked on a bicycle and pedestrian map(s) through 2018 and assisted in the walk to school day in the fall of 2018. The work group asked for guidance and support from the Policy Board during the October 2018 meeting.

#### **Park East Boulevard Extension**

The project is in its early stages. The City went through the process in hiring an engineering firm to develop the plans to construct the new road and they hired American Structurepoint

#### **South Street**

This pedestrian crossing improvement project was completed on August 17, 2017.

#### **Twyckenham Boulevard**

Project engineering is well under way and the environmental report has been completed. The City has started the right-of-way phase.

#### **Twyckenham Trail**

The project was let for construction on February 7, 2018. Rieth Riley Construction was awarded the contract and the project was officially completed on October 29, 2018.

### City of West Lafayette

#### **Cherry Lane Extension**

Due to a reduction in federal funding so that the Klondike Road improvements could proceed, the scope of this project changed. A portion of the project will be constructed

beginning in the spring of 2019. The following project will compete the original scope but will be funded solely with local funds.

**Cumberland Avenue, Ph. 4**

Project engineering has not yet started.

**Happy Hollow Neighborhood Trail**

This project was let for construction in February of 2019.

**Lindberg Road**

This project progressed slowly, and construction is estimated to begin in FY 2020.

**Sagamore Parkway Trail**

This project continues to proceed forward but at a slower pace. The terrain along the hillside presents engineering challenges and the environmental documentation continues to slip. Currently the target for construction is FY 2020.

**Soldiers Home Road, Ph. 1**

No work has been done on this project.

**Yeager Road, Ph. 4**

Construction is estimated to begin in FY 2020.

## **Tippecanoe County**

**County Farm Road (CR 50W)**

The engineering firm Butler, Fairman & Seufert is developing the engineering plans and the environmental work has been completed.

**Concord Road at 430S**

The engineering has been completed and the County is finalizing purchasing all the additional land needed for the project. It is currently scheduled for a March 2019 bid letting.

**County Bridge Inspection**

The bridge inspection program is progressing and on schedule.

**Harrison Safety Improvements**

This project is currently on hold.

**Klondike Road and Lindberg Road**

Bids for the Klondike Road Improvements were open on March 14, 2018. The project was awarded to Gradex Incorporated and a notice for construction to proceed was given. The actual road construction has been delayed due to the utility companies. The estimated completion date is November 30, 2020.



The Lindberg project was delayed and moved to FY 2021 due to the significant cost of the Klondike project. Otherwise the project is ready to be constructed.

### **McCutcheon Pedestrian Safety**

The County hired Butler, Fairman and Seufert, Inc. to develop the project's construction plans. Due to the additional cost of purchasing land, the scope has been significantly reduced. At this time the proposed sidewalk along Old US 231 to the mobile home park is not included due to its cost but has been approved as a project component by INDOT and HWA.

### **North River at CR 500N**

The project continues to progress through engineering. There was a slight delay in keeping the project moving forward due to the environmental review which has been complete. All of the paperwork has been submitted and the County has started the right-of-way acquisition phase.

### **River Road at River Bend Hospital**

The project was let for construction by INDOT on October 11, 2018. The estimated completion date is September 26, 2020.

### **Yeager Road**

The County has hired Strand Associates to develop the engineering plans. INDOT issues the notice to proceed and engineering is under way.

### **Morehouse Road**

Preliminary engineering continues. Due to the number of projects seeking federal funds, construction is estimated to occur in 2024 or 2025.

## **INDOT Projects**

The Indiana Department of Transportation sponsored numerous road improvement projects in Tippecanoe County. They range from installing pavement markings to constructing major new roads. The following summarizes the status of projects for only those phases showing construction for FY 2018 and 2019.

### **SR 25 Projects**

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#### **0.35 miles west of US 52 to US 52, (des #1700441)**

*PCCP Patching*

*Project is scheduled to be let on March 6, 2019.*

#### **CR 500E bridge, (des #1701414)**

*Bridge Thin Deck Overlay*

*Project was let for construction on November 15, 2018.*

#### **CR 900E bridge, (des #1701418)**

*Bridge Thin Deck Overlay*

*Project was let for construction on November 15, 2018.*

CR 1000E bridge, (des #11701419)

Bridge Deck Overlay

Project was let for construction on November 15, 2018.

**SR 26 Projects**

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1.35 miles east of I-65 to 0.62 miles east of US 421, (des #1592685)

HMA Overlay

Project was let for construction on November 15, 2018.

Over Middle Fork of the Wildcat Creek, (des #1702079)

Bridge Deck Overlay

Project was let for construction on November 15, 2019.

**SR 28 Projects**

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US 52 to 6.32 miles east of I-65, (des #1593036)

HMA PM Overlay

Project was let for construction on July 11, 2018.

**US 52 Projects**

---

0.21 to 3.21 miles north of US 231, (des #0800132)

Road Reconstruction

Project was let for construction on January 16, 2019.

9<sup>th</sup>, 18<sup>th</sup>, 22<sup>nd</sup>, 26<sup>th</sup>, Elston Road and Old US 231, (des #1172176)

Traffic Signal Modernization

Project was let for construction on January 16, 2019.

West Bound bridge over the Wabash River, (des #1298387)

Bridge Deck Replacement

Project was let for construction on February 7, 2018.

3.21 miles east of US 231 to 4.56 miles west of SR 28, (des #1500159)

Pavement, Other Concrete Overlay

Project was let for construction on December 13, 2017 and was fully open to traffic on December 3, 2018.

4<sup>th</sup> Street/Poland Hill Road, (des #1500277)

Intersection Improvement / Signal

Project was let for construction on January 16, 2019.

Bridge over the Wabash River, (des #1592842)

PCCP Patching

Project is scheduled to be let on March 6, 2019.

At US 231 west junction, (des #1601884)

New Signal Installation

Project was let for construction on March 14, 2018 and was activated on July 25, 2018.

At Tate & Lyle Plant Entrance, (des #1702292)

New Signal Installation

Project was let for construction on January 18, 2018 and was activated on June 13, 2018.

**US 231 Projects**

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North Bound bridge over the Wabash River, (des #1382313)

Scour Protection (Erosion)

Project was let for construction on September 12, 2018.

South Bound bridge over the Wabash River, (des #1382314)

Scour Protection (Erosion)

Project was let for construction on September 12, 2018.

0.97 miles north of SR 28, (des #1400217)

Bridge Replacement

The project was on a November 15, 2018 construction letting and all bids submitted were over the engineers estimate. Because the low-bid was one of five received it was awarded to Duncan Robertson Incorporated.

SR 25 to 3.39 miles south of SR 25, (des #1592841)

PCCP Patching

Project was let for construction on February 7, 2018.

**Old SR 443 Projects**

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Over Sagamore Parkway, (des #1298394)

Bridge Deck Replacement

Project was let for construction on February 7, 2018.

**I-65 Projects**

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North bound bridge over Lauramie Creek, (des #1006281)

Bridge Deck Replacement and Widening

Project is scheduled to be let on May 9, 2019.

South bound bridge over Lauramie Creek, (des #1006282)

Bridge Deck Replacement and Widening

Project is scheduled to be let on May 9, 2019.

2.43 miles north of SR 43 to US 231, (des #1500154)

HMA Overlay

Project is scheduled to be let on May 9, 2019.

CR 725N Bridge, (des #1500644)

Bridge Deck Overlay

Project to be done by INDOT maintenance forces.

North bound bridge over Prophets Rock Road, (des #1592704)

Bridge Deck Overlay

Project to be done by INDOT maintenance forces.

South bound bridge over Prophets Rock Road, (des #1592705)

Bridge Deck Overlay

Project to be done by INDOT maintenance forces.

North bound bridge over Burnett's Creek, North 9<sup>th</sup> Street and the CSX, (des #1592725)

Bridge Deck Overlay

Project is scheduled to be let on May 9, 2019.

South bound bridge over Burnett's Creek, North 9<sup>th</sup> Street and the CSX, (des #1592726)

Bridge Deck Overlay

Project is scheduled to be let on May 9, 2019.

**Other State Projects**

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Lilly Road at CSX Railroad crossing, (des #1600439)

Crossing Improvements

INDOT issued the twelve-month construction order to CSX on October 25, 2017.

West County Line Road at NS Railroad crossing, (des #1600441)

Crossing Improvements

INDOT is with the railroad and close to completing the coordination and then going to contract. The twelve-month construction order is anticipated to be issued before January 1, 2019.

## 12. ITS Projects for FY 2020 - 2024 TIP

The FAST Act requires any project that moves into design to follow a systems engineering analysis that is commensurate with the project scope. This rule applies to all ITS projects or programs that will receive federal-aid. A portion of this system engineering approach includes the identification of portions of the regional architecture being implemented. **Table 41** lists TIP projects, along with the corresponding Market Package<sup>1</sup>, identified as having an ITS component. Descriptions of each ITS Market Package (i.e., grouping of similar technology) are provided following the table.

**Table 41: ITS Summary**

ITS Market Package Name	Projects
<b>ATMS01:</b> Network Surveillance	<b>City of Lafayette</b> (projects are from Table 4, <i>Funded Local Projects</i> ) 1. Concord Road & South 18 <sup>th</sup> Street 2. Park East Boulevard Extension 3. South 9 <sup>th</sup> Street 4. Twyckenham Boulevard
<b>ATMS03:</b> Surface Street Control	
<b>ATMS03:</b> Pedestrian Crossing	
<b>ATMS13:</b> Railroad Grade Crossing	
<b>APTS01:</b> Transit Vehicle Tracking	<b>City of West Lafayette</b> (numbers are from Table 4, <i>Funded Local Projects</i> ) 5. Sagamore Parkway Trail 6. Soldier Home Road, ph. 1
<b>APTS02:</b> Transit Fixed-Route Operations	
<b>APTS03:</b> Demand Response Transit Operations	<b>Tippecanoe County</b> (numbers are from Table 4, <i>Funded Local Projects</i> ) 7. Lindberg Road 8. McCutcheon Pedestrian Safety 9. Morehouse Road 10. Yeager Road 11. North River Road
<b>APTS04:</b> Transit Fare Collection	
<b>APTS04:</b> Transit Management	
<b>APTS05:</b> Transit Security	<b>CityBus</b> (numbers are from Table 1, <i>Funded Local Projects</i> ) 12. Capital Assistance (Section 5307) 13. Planning Assistance (Section 5307)
<b>APTS06:</b> Transit Fleet Management	
<b>APTS08:</b> Transit Traveler Information	
<b>APTS10:</b> Transit Passenger Counting	

<sup>1</sup> National ITS Architecture Version 6.0

## ITS Market Package Name and Information

**ATMS01: Network Surveillance:** This Market Package includes traffic detectors, other surveillance equipment, the supporting field equipment, and fixed-point to fixed-point communications to transmit the collected data back to the Traffic Management Subsystem. The data generated by this Market Package enables traffic managers to monitor traffic and road conditions, identify and verify incidents, and detect faults in indicator operations.

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**ATSM03 Surface Street Control:** This market package provides the central control and monitoring equipment, communication links, and the signal control equipment that support local surface street control and/or arterial traffic management. This market package is consistent with typical urban traffic signal control systems.

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**ATSM03 Pedestrian Crossing:** Request for pedestrian crossing.

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**ATSM13 Standard Railroad Grade Crossing:** This market package manages highway-rail intersections where operational requirements do not dictate advanced feature. Either passive or active warning systems are supported depending on the specific requirement for each intersection. These traditional HRI warning systems may also be augmented with other standard traffic management devices. The warning systems are activated on notification of an approaching train by interface wayside equipment. The equipment at the HRI may also be interconnected with adjacent signalized intersections so that local control can be adapted to highway-rail intersection activities. Health monitoring of the HRI equipment and interfaces is performed; detected abnormalities are reported to both highway and railroad officials through wayside interfaces and interfaces to the traffic management subsystem.

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**APTS01: Transit Vehicle Tracking:** This market package monitors current transit vehicle location using an Automated Vehicle Location System. The location data may be used to determine real time schedule adherence and update the transit system's schedule in real-time. The Transit Management Subsystem processes this information, updates the transit schedule and makes real-time schedule information available to the Information Service Provider.

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**APTS02: Transit Fixed-Route Operations:** This market package performs vehicle routing and scheduling, as well as automatic operator assignment and system monitoring for fixed-route and flexible-route transit services. This service determines current schedule performance and provides information displays at the Transit Management Subsystem.

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**APTS03: Demand Response Transit Operations:** This market package performs vehicle routing and scheduling as well as automatic operator assignment and monitoring for demand responsive transit services. In addition, this market package performs similar functions to support dynamic features of flexible-route transit services.

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**APTS04: Transit Fare Collection Management:** This market package manages transit fare collection on-board transit vehicles and at transit stops using electronic means. It allows transit users to use a traveler card. Readers located on-board the transit vehicle allows electronic fare payment. Data is processed, stored, and displayed on the transit vehicle and communicated as needed to the Transit Management Subsystem.

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**APTS05: Transit Security:** This market package provides for the physical security of transit passengers and transit vehicle operators. On-board equipment is deployed to perform surveillance and sensor monitoring in order to warn of potentially hazardous situations. The surveillance equipment includes video (e.g., CCTV cameras), audio systems and/or event recorder systems.

The surveillance and sensor information is transmitted to the Emergency Management Subsystem, as are transit user activated alarms in public secure areas. On-board alarms, activated by transit users or transit vehicle operators are transmitted to both the Emergency Management Subsystem and the Transit Management Subsystem, indicating two possible approaches to implementing this market package.

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**APTS06: Transit Fleet Management:** This market package supports automatic transit maintenance scheduling and monitoring. On-board condition sensors monitor system status and transmit critical status information to the Transit Management Subsystem.

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**APTS08: Transit Traveler Information:** This market package provides transit users at transit stops and on-board transit vehicles with ready access to transit information. The information services include transit stop annunciation, imminent arrival signs, and real-time transit schedule displays that are of general interest to transit users. Systems that provide custom transit trip itineraries and other tailored transit information services are also represented by this market package.

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**APTS10: Transit Passenger Counting:** This market package counts the number of passengers entering and exiting a transit vehicle using sensors mounted on the vehicle and communicates the collected passenger data back to the management center. The collected data can be used to calculate reliable ridership figures and measure passenger load information at particular stops.

# APPENDICES



## Appendix 1, Policy Board Resolution Adopting the FY 2020-2024 TIP

RESOLUTION T 2019-07  
RESOLUTION TO ADOPT THE  
FY 2020-2024 TRANSPORTATION IMPROVEMENT PROGRAM

**WHEREAS**, the Policy Board of the Metropolitan Planning Organization is responsible for transportation planning in Tippecanoe County, and

**WHEREAS**, it is required that a Transportation Improvement Program be developed and include all local and State transportation projects for which US Department of Transportation funds are being requested, and

**WHEREAS**, the FY 2020-2024 Transportation Improvement Program has been developed by staff with the assistance of local jurisdictions and INDOT and has been recommended for approval by the Technical Transportation Committee, and

**WHEREAS**, the Board of Directors of the Greater Lafayette Public Transportation Corporation endorsed the transit portion of the Five-Year Program of Projects on December 20, 2018, and

**WHEREAS**, the projects herein have been selected from the adopted Metropolitan Transportation Plan, Thoroughfare Plan, transportation systems management plans, transit development plans, ITS Architecture, and the Indiana Statewide Transportation Improvement Program, as a part of the comprehensive planning process.

**NOW THEREFORE BE IT RESOLVED** that the Policy Board of the Metropolitan Planning Organization (MPO) hereby adopts the FY 2020-2024 Transportation Improvement Program for the MPO Planning Area.

ADOPTED on Thursday, the 9<sup>th</sup> of May 2019.

  
\_\_\_\_\_  
Tony Roswarski  
Chair, MPO Policy Committee

  
\_\_\_\_\_  
Sallie Dell Fahey  
Secretary

## Appendix 2, GLPTC Adopting Resolution

### GREATER LAFAYETTE PUBLIC TRANSPORTATION CORPORATION

#### RESOLUTION NO. 18-07

#### RESOLUTION TO AMEND THE FY2016-2019 TRANSPORTATION IMPROVEMENT PROGRAM

WHEREAS, a Transportation Improvement Program is a Federal requirement which is needed prior to receiving Federal Funds.

WHEREAS, the Annual Element of the Transportation Improvement Program lists only those projects for which approval for Federal Funds will be granted.

WHEREAS, the Greater Lafayette Public Transportation Corporation has Section 5307 Operating and Capital Assistance Projects and Section 5339 Capital Assistance Projects noted in the Annual Element of the Transportation Improvement Program.

WHEREAS, the Greater Lafayette Public Transportation Corporation staff requests the following changes to the FY2019 Transportation Improvement Program:

ITEM	PROJECT	FEDERAL SOURCE	FEDERAL	LOCAL	TEC
1	<b>Operating Assistance</b>	Sec. 5307	\$ 1,750,000	\$ 10,502,323	\$ 12,252,323
2	<b>Tires</b>	Sec. 5307	\$ 56,000	\$ 14,000	\$ 70,000
3	<b>Bus Overhauls: Engines</b>	Sec. 5307	\$ 48,800	\$ 12,200	\$ 61,000
4	<b>Bus Overhauls: Transmissions</b>	Sec. 5307	\$ 59,200	\$ 14,800	\$ 74,000
5	<b>Bus Overhauls: Components</b>	Sec. 5307	\$ 22,400	\$ 5,600	\$ 28,000
6	<b>Computer Hardware and Software</b>	Sec. 5307	\$ 40,000	\$ 10,000	\$ 50,000
7	<b>Support Vehicle</b>	Sec. 5307	\$ 28,800	\$ 7,200	\$ 36,000
8	<b>3 Fixed Route Buses</b>	Sec. 5307	\$ 1,200,000	\$ 300,000	\$ 1,500,000
9	<b>Security Cameras for Vehicles</b>	Sec. 5307	\$ 24,000	\$ 6,000	\$ 30,000
10	<b>1 Fixed Route Bus</b>	Sec. 5339	\$ 353,725	\$ 88,431	\$ 442,156
11	<b>1 Fixed Route Bus</b>	Sec. 5339	\$ 400,076	\$ 100,019	\$ 500,095
12	<b>Ranger upgrade</b>	Sec. 5339	\$ 42,400	\$ 10,600	\$ 53,000
13	<b>Security: Perimeter Gates</b>	Sec. 5307	\$ 12,000	\$ 3,000	\$ 15,000
<b>TOTAL:</b>			<b>\$ 4,037,401</b>	<b>\$ 11,074,173</b>	<b>\$ 15,111,574</b>

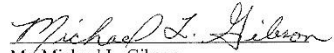
(items in **BOLD** to be amended or added)

NOW, THEREFORE BE IT RESOLVED that the Board of Directors of the Greater Lafayette Public Transportation Corporation does hereby concur with and endorse these amendments to the transit portion of the Annual Element of the Transportation Improvement Program for FY 2016-2019.

Adopted by the Board of Directors of Greater Lafayette Public Transportation Corporation this 20th day of December, 2018.

  
 Ms. Julie J. Gimp  
 Chairman of the Board of Directors  
 Greater Lafayette Public Transportation Corporation

ATTEST:



Mr. Michael L. Gibson  
Secretary of the Board of Directors  
Greater Lafayette Public Transportation Corporation

Record of Votes: Ayes: 6 Nays: 0

December 20, 2018

## Appendix 3, INDOT Local Federal Funding Information, Lafayette MPO

*2020 Local Share of Federal Formula Apportionments -FAST Act Estimation							
Last Updated - 02/08/2019							
Spending Authority 97.8081%							
Group I	STBG	HSIP	CMAQ	TA	Section 164 Penalty	FY 20 Target	FY 20 Spending Authority
Indianapolis	\$32,286,648	\$5,955,274	\$8,823,942	\$2,532,730	\$1,643,387	\$51,241,981	\$50,118,808
Fort Wayne	\$6,423,598	\$1,255,094	\$2,240,596	\$533,781	\$346,349	\$10,799,418	\$10,562,706
Louisville	\$2,757,956	\$561,223	\$1,116,296	\$238,684	\$154,872	\$4,829,031	\$4,723,183
South Bend	\$4,908,753	\$968,349	\$1,775,974	\$411,831	\$267,221	\$8,332,128	\$8,149,496
Northwest	\$12,532,918	\$2,360,085	\$3,759,279	\$1,003,725	\$651,277	\$20,307,284	\$19,862,169
Evansville	\$4,039,423	\$803,793	\$1,509,339	\$341,847	\$221,811	\$6,916,213	\$6,764,617
Cincinnati	\$216,477	\$40,938	\$66,115	\$17,410	\$11,298	\$352,238	\$344,517
<b>TOTAL GROUP I</b>	<b>\$63,165,773</b>	<b>\$11,944,768</b>	<b>\$19,291,541</b>	<b>\$5,080,008</b>	<b>\$3,296,215</b>	<b>\$102,778,293</b>	<b>\$100,525,496</b>
Group II	STBG	HSIP	CMAQ	TA	Section 164 Penalty	FY 20 Target	FY 20 Spending Authority
Anderson	\$1,676,799	\$352,849	\$778,660	\$130,397	\$97,370	\$3,036,075	\$2,969,527
Bloomington	\$3,027,275	\$435,018		\$160,763	\$120,045	\$3,743,101	\$3,661,056
Elkhart/Goshen	\$2,858,917	\$574,275	\$1,137,443	\$212,226	\$158,474	\$4,941,335	\$4,833,026
Kokomo	\$1,732,442	\$248,951		\$92,001	\$68,699	\$2,142,093	\$2,095,140
Lafayette	\$4,115,743	\$591,431		\$218,565	\$163,208	\$5,088,947	\$4,977,402
Muncie	\$1,729,102	\$362,645	\$794,534	\$134,017	\$100,074	\$3,120,372	\$3,051,977
Terre Haute	\$1,775,310	\$371,301	\$808,559	\$137,216	\$102,462	\$3,194,848	\$3,124,820
Columbus	\$1,530,479	\$219,929		\$81,276	\$60,691	\$1,892,375	\$1,850,896
Michigan City	\$1,204,268	\$264,337	\$635,242	\$97,687	\$72,945	\$2,274,479	\$2,224,625
<b>TOTAL GROUP II</b>	<b>\$19,650,336</b>	<b>\$3,420,736</b>	<b>\$4,164,438</b>	<b>\$1,264,148</b>	<b>\$943,968</b>	<b>\$29,433,626</b>	<b>\$28,788,469</b>
<b>TOTAL GROUP III</b>	<b>\$26,302,024</b>	<b>\$1,866,016</b>	<b>\$331,423</b>	<b>\$1,442,446</b>	<b>\$614,936</b>	<b>\$30,466,846</b>	<b>\$29,789,261</b>
<b>TOTAL GROUP IV</b>	<b>\$22,449,003</b>	<b>\$1,866,016</b>	<b>\$903,902</b>	<b>\$3,263,336</b>	<b>\$614,936</b>	<b>\$28,987,193</b>	<b>\$28,351,823</b>
<b>SUB TOTAL</b>	<b>\$131,667,136</b>	<b>\$19,097,524</b>	<b>\$24,681,304</b>	<b>\$11,039,938</b>	<b>\$5,270,055</b>	<b>\$191,666,866</b>	<b>\$187,456,049</b>
STBG (DISCRETIONARY)						\$33,790,016	\$33,049,373
RAIL/HIGHWAY CROSSINGS						\$8,126,291	\$7,948,171
TRANSPORTATION ALTERNATIVES (FLEX AREAS)						\$11,039,939	\$10,797,956
STBG OFF-SYSTEM BRIDGES						\$12,903,273	\$12,620,446
<b>GRAND TOTAL</b>						<b>\$267,516,475</b>	<b>\$261,870,994</b>

\*This does not include the \$7.569B rescission scheduled to impact the states July 1, 2020. FHWA will look at state balances 09/30/2019 to make determination of how each state is impacted. The SFY20 Final Sharing and/or SFY21 Draft will be impacted by this event.

## Local Share of Federal Formula Apportionments

### **FY 2020 - 2024 Federal Funding Calculations, Based on FY 2020 Local Sharing of Federal Formula Apportionments**

Fund Type	Apportionment	Allowed
STBG	4,115,743	4,025,530
HSIP	591,431	578,467
164 Penalty	163,208	159,631
TA	218,565	213,774
Total	5,088,947	4,977,402

#### FY 2019 Spending Authority

Total	4,977,402
Spending Authority	0.978081

#### Prior Year Balance Funds (Can only be used in FY 2020)

STBG PYB	671,574
HSIP PYB	773,531
TA PYB	0

#### Bonus Funds (Can only be used in FY 2020 or FY 2021)

STBG	230,703
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#### Carry Over FY 2019 Funds (Can only be used in FY 2020)

STBG PYB	76,884
Safety	3,913
TA	3,824

## Appendix 4, MPO Certification

### TRANSPORTATION PLANNING PROCESS FY 2018 CERTIFICATION

In accordance with 23 CFR 450.336, the Indiana Department of Transportation and the Area Plan Commission of Tippecanoe County hereby certify that the transportation planning process is addressing the major issues in the metropolitan planning area and is being conducted in accordance with all applicable requirements of:

1. 23 U.S.C. 134, 49 U.S.C. 5303, and 23 CFR part 450.300;
2. Sections 174 and 176(c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506(c) and (d)) and 40 CFR part 93;
3. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
4. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
5. Section 1101(b) of the FAST Act (Pub. L. 114-357) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in DOT funded projects;
6. 23 C.F.R. part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
7. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37 and 38;
8. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
9. Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
10. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

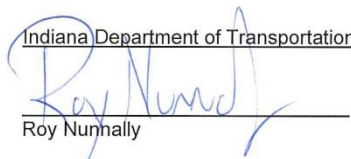
Area Plan Commission of  
Tippecanoe County - MPO

  
Sallie Dell Fahey

Executive Director  
Title

5.23.17  
Date

Indiana Department of Transportation

  
Roy Nunnally

Division Director  
Title

3/3/17  
Date

## **Appendix 5, Public – Private Participation Responses and Comments**

### ***November 21, 2018, Technical Transportation Committee***

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The deadline, December 3<sup>rd</sup>, for federal funding request for local projects was stated. The development schedule was then reviewed.

*No comments or questions were received from the public.*

### ***December 12, 2018, Citizen Participation Committee***

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An overview of the TIP and what it is was reviewed. The list of preliminary projects for the new TIP was passed out and the individual projects were reviewed. The date when the local projects were to be reviewed and federal funds allocated was presented. Other key dates were mentioned as well as the amounts of federal funds we receive.

Comments from those attending:

- 1) I treated a pedestrian that was hit (18<sup>th</sup> Street at the Linear Trail).
- 2) Can you tell me again about the Hawk signal?
- 3) So, it's like Tapawingo with the flashing lights.
- 4) This is the south Wal-Mart.
- 5) Why is it so expensive?
- 6) Are there any plans to widen it?
- 7) Are they going to purchase property?
- 8) It's targeted for 2026?
- 9) Are you talking about the intersection at Wal-Mart by the insurance company?
- 10) For Cherry Lane and Cumberland project it just shows construction. Does that include engineering and right-of-way?
- 11) These could be totals or they just could be construction costs.
- 12) On Lindberg it states complete streets and in Lafayette it states urbanization. Could you please explain the difference?
- 13) It doesn't mean sidewalks and trails?
- 14) There is nothing there.
- 15) It's been promised that when the new school is opened it would be done. I can personally state that over the last nine or ten years it was always been said it would be done next year. At the last public meeting it was supposed to be done in 2019 and now it states 2020.
- 16) You know I'll get the answer.
- 17) The year shown is fiscal year and not calendar year.
- 18) What I remember from the engineering department is that they wanted to do it earlier because it was in such bad shape and there was going to be a big delay because the utilities wanted to redo their infrastructure. They decided to patch it so it will give another two or three more years of extra life.

- 19) It's starting to crack again.
- 20) They still don't have sidewalks of any nature for the students who attend that school. There is no way a student can walk from Salisbury to Northwestern.
- 21) That was just seeded for grass.
- 22) What's phase two. Is that north of Kalberer?
- 23) That's near Harrison?
- 24) It's a mile away from the school.
- 25) It's just a two way stop now.
- 26) Caterpillar and MacAllister are there and it will go north.
- 27) Is 200S Haggerty Lane?
- 28) In Tippecanoe County there are several requests and they end at 500N. Is there something developing up there?
- 29) 500 stops at Fullers in Otterbein.
- 30) It becomes Oxford Street.
- 31) It's Indiana's other 500 if you have ever biked on it.
- 32) I have been told I have the most dangerous driveway in West Lafayette. It's dangerous backing out of the driveway.
- 33) You have such beautiful lawn ornaments. People should slow down and enjoy the view.
- 34) Would you please explain the differences?
- 35) But there is a minimum and maximum for the overlays?
- 36) Where is 900E?
- 37) Is that where the curve is?
- 38) It will take you to Buck Creek.
- 39) That's a lot of money and it's by 2020, wow.
- 40) Seems like they do that every few years. It's a hazardous interchange due to the topography of the land.
- 41) Is that between 300 and 500W?
- 42) It's by the golf course.
- 43) Which project is that?
- 44) It has a low priority.
- 45) So intermediate sections of three lanes?



- 46) That would be some expensive bridges to be replaced.
- 47) The sections would probably be between the bridges.
- 48) Back up to project 57.
- 49) Will INDOT replace it with anything?
- 50) Is that the 225 bridge?
- 51) Do the people in Battle Ground know this is going to happen?
- 52) You heard it here first.
- 53) Just a little tiny question. Has this bridge been on life support for some time? As far as getting rid of it?
- 54) People who live around this are going to go out of their minds.
- 55) So a related a question, obvious these are projects INDOT is going to do on their roads. How much say does the local community have over this or they just send this to us as an FYI.
- 56) And the finances are completely separate from the local project finances?
- 57) Just to get my compass in the right direction. Project 48, east bound bridge over Sagamore Parkway US 52.
- 58) They are not spending too much money on it.
- 59) They are barely going to sweep it off with that amount of money.
- 60) Thank you for adding transparency and it was very transparent.
- 61) South of Columbus and north of Lebanon.
- 62) You had a lot to go through.
- 63) You did it very well.
- 64) Thank you for all of the information.

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***December 13, 2018, Policy Board Committee***

Committee members were reminded that the local project sheets needed to be turned in.

*No comments or questions were received from the public.*

---

***December 16, 2018***

An email was sent to the APC email address (Sunday) and the gentleman asked about the future of the SR 225 bridge. He asked if the information he heard was correct and asked how he can voice his concerns.

An email response was sent the following morning and it included the options as to how he could comment on the project.

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**December 18, 2018**

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A phone call was received regarding the proposed SR 225 bridge removal project. The gentleman had a list of concerns of why it should not be closed. APC staff answered his questions and stated the various options as to how he could comment on the project.

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**December 19, 2018, Technical Transportation Committee**

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APC stated the list of local project requests have been combined and will be discussed at the January meeting. The allocation rules were mentioned. It was also mentioned that a draft list of INDOT projects has been developed and both lists are available on the APC web site. The proposed schedule was mentioned.

*No comments or question were received from the public.*

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**December 20, 2018**

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APC staff received a phone call. The caller asked for more information about the SR 225 bridge removal project. APC staff answered all the questions and stated the various options as to how they could comment on the project.

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**January 10, 2019, Policy Board Committee**

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The committee was given a status update and informed that the local projects requesting federal funds will be reviewed and the funds allocated at the follow Tech committee. The timeline and milestone targets were presented. APC staff review the public comments received and informed the committee that the project scope of the SR 225 Wabash River Bridge project was changed from removed to rehabilitation and repair.

*No comments or questions were received from the public.*

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**January 16, 2019, Technical Transportation Committee**

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The Technical Transportation Committee was presented the information in the APC funding allocation staff report and then the committee reviewed and discussed the APC funding proposal. The recommendation was approved. The Committee affirmed a list of INDOT projects to be a priority to this community and determined that all location projects requesting federal aid were determined to be complete street compliant.

Comments from those attending:

1) We are talking about complete streets and ADA compliance and all of these kind of things. I am reminded in these snow storms in the few of days who to ask and this may not be the right group, when there are crosswalks with islands in the middle of them, who is reasonable for keeping it shoveled so the pedestrian can stay on that island and not stand in the street. I don't know.

2) I just notice that they have not had much attention. I'll be interested in how all this letting happen. It will let my round feet go further.

3) My concern is the human factor of what happens in transportation and that is, again, I'm not sure this is the correct group to address this to, but I would like to offer any opportunities that we might have for collaborate with any state or federal money that could improve the safety and driving ability for senior citizens. I'm here primarily because I have been with the senior center for four years now and a few weeks ago, for the section time, one of our guests was involved in a driving accident where he caused a fatality. Several years ago one of our quests in a motor vehicle hit a motorcycle and more recently one of our quests hit someone on a bicycle and caused a fatality in both instances. We know for a fact that many of our folks because of our public transportation needs should not be driving even though they are driving well beyond that time. What we would like to offer at all possible with any funding or special grant opportunities that might come through, a collaborate effort to improve the safety and get safety measure of fatalities and serious injuries down with some program or project that might positively impact those folks that we typically deal with who are over 55 that may need additional assistance in good driving

safety habits or being able to negotiation public transportation when available to avoid use of autos when there are safety issues.

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**February 5, 2019**

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Received an email and the citizen asked if the bridge was going to be replaced or not. In their email was an attachment and it was a response from INDOT's Customer Service. The response stated that a meeting will be held soon, and the consultant will make an engineering assessment of what options INDOT has with the historic bridge. The reply added that the study will be completed by the end of August.

APC staff contacted the District office for additional details and a response was sent to the citizen.

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**February 12, 2019**

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APC staff was asked if the SR 225 bridge project is still a demolition project.

Staff replied that the scope has changed, and it is not a demolition project. Additional information was provided.

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**February 14, 2019, Policy Board**

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APC staff reviewed the complete street discussion and federal funding allocation that took place at the January Tech meeting. Staff then stated that the INDOT dead line for the draft is tomorrow (April 15) and that the draft document has been completed and is in final review. Information regarding the public hearing, Tech and Policy Board review was presented.

*No comments or questions were received from the public.*

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**February 15, 2019**

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APC staff received an email concerning INDOT's SR 225 bridge project. The email included an email from another person and stated the project scope has changed, an estimated traffic count on SR 225, the functional classification of the road and the possibility it may be a pedestrian bridge.

Staff responded to the email and verified that the scope has change to a rehabilitation and repair. Screen shots of INDOT's 2018 traffic counts and adopted functional classification map was provided. Staff also stated that INDOT will be holding public meetings when the STIP is being developed and encourage the emailer to attend the meeting.

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**February 15, 2019**

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The draft document was completed and placed on the APC transportation web page. A paper copy was placed in the APC waiting area will all the other documents.

The draft document was submitted to INDOT.

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**February 19, 2019**

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The Washington Township contacted APC and requested traffic counts for SR 225 and if the bridge would be converted to a pedestrian bridge. She stated that would be an issue for the fire departments and DNR responding to any calls in Battle Ground.

APC staff provided her traffic count data from INDOT's web site and stated that the plans have not yet been finalized.

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**February 20, 2019, Technical Transportation Committee**

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The Committee was informed that the draft document has been completed, is available on the APC transportation web page and has been submitted to INDOT for review. APC staff then stated when the public hearing date and when the adoption process will take place.

*No comments or questions were received from the public.*

### ***March 12, 2019***

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A Battle Ground Town Council Member called and asked about the status of the SR 225 bridge projects and if it was still a demolition project.

APC staff provided him with updated information, the new scope and status of the projects. Staff also stated that INDOT will be holding a public meeting for their STIP document and advised that that would be a good place and time to provide comment on the project.

### ***March 13, 2019, Citizens Participating Committee (Public Hearing)***

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The draft TIP document, project funding/priorities and INDOT's STIP public meeting information was presented. The following are the questions and comments made by citizens at the meeting:

- 1) Are the handouts in the document?
- 2) Now is that Concord or Maple Point?
- 3) So this is the first time I've been at a meeting here, I was draw by a lot of the advertising for this meeting. Since this is my first time here, I don't understand how the projects came to be. How are the projects selected?
- 4) So if a person or citizen like me has a suggestion for a project that is not on the list for a reason, in a case like me it's a safety issue, what's the appropriate, how do I rise the issue?
- 5) This happens to be at 975 and highway 28 south of Lafayette. In southern Tippecanoe County
- 6) Doug is 28 scheduled to be rebuilt in two years?
- 7) That section?
- 8) The whole thing?
- 9) Doug's comments earlier is not totally off the limits. You can still go to county highway and tell them of their concern. Because they talk to INDOT all the time. So if you don't want to be the one man carrying the torch talk to the county and get them on your side. They are a lot easier to get on your side.
- 10) Why is that 2026 when this is only a 2024 report?
- 11) Is it a placeholder?
- 12) Why is it such a big project?
- 13) But no widening?
- 14) Which is what it is now.
- 15) Part of it is three and part is only two.
- 16) Are there any plans to do a double left?
- 17) Channel 18 had a piece on that the other day because no one realized there was a pedestrian part to the new bridge. They are waiting because the State is going to make some trail money available.
- 18) That's toward Prophetstown. Somebody will want to bike out to that.
- 19) The trail quits right under the bridge now. I used to ride on that and it is sand up to the Davis Ferry.

20) I run it all the time. From Lafayette you go to the Davis Ferry and you cross the pedestrian bridge. The trail connection on the other side and I was told there was a connection and it took me a long to find it. There is just a small sign because the other part of the trail to Battle Ground is a nice part of the trail.

21) You can't bike on that. I haven't done it in years since the last time I was in Scouting.

22) The whole trail is not suited for biking.

23) My son planted trees along the trail. That was his Eagle project.

24) 9<sup>th</sup> Street is a terror to ride on.

25) Did you speak of a piece that goes from Davis Ferry Bridge to Prophetstown Park? I wish there was such a thing.

26) To Prophetstown?

27) Is there where the hotel going?

28) A lot of bridges.

29) Was this the one you spoke of earlier. It's just an overlay.

30) From 231 to 52 is a reconstruction.

31) 231 to 52, is that 17 miles or something like that?

32) 25 to 231, the west part.

33) They need the canal people to come over and fix the bridge. They would give it a pretty color.

34) Again, I'm sorry this is my first time here. One of the things you called out was making the decision based on economic items in regard to neighborhoods. One of the things I do, I have a small business that I spun up with the purpose to help small communities south of Tippecanoe and further south where they are in bad shape and there are houses, I take a house and do something with it. When you say neighborhoods, I think of those small communities. What do you think of what are neighborhoods?

35) Thank you.

---

#### ***March 14, 2019, Policy Board***

The Committee was presented a status report, including information regarding the public meeting. They were also informed of the dates when INDOT was to have a response back to APC, when the Technical Transportation Committee was to review and make an adoption recommendation and with the document would be presented to the Policy Board for possible adoption.

*No comments or questions were received from the general public.*

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#### ***March 20, 2019, Technical Transportation Committee***

The Technical Transportation discussion and allocated the additional federal funds which came from the draft FY 2020 Sharing Agreement and the carry over balances due to INDOT's release of the Final FY 2019 Sharing Agreement. APC staff then presented the time-line for the remaining months and when adoption may possibly occur. It was also announced when INDOT will hold its STIP meeting here in Lafayette.

*No comments or questions were received from the general public.*

### ***April 11, 2019, Policy Board***

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The Committee was presented a status report.

*No comments or questions were received from the general public.*

### ***April 17, 2019: Technical Transportation Committee***

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The Committee reviewed the draft document and voted to recommend its adoption.

*No comments or questions were received from the general public.*

### ***April 22, 2019, Faith West Community Center***

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A booth with TIP information was set up at the Center during the early morning and lunch hours. The draft document, TIP project list, funding information summary sheet and comment cards were available. Staff provided information about the document, projects and information to the those who stopped by.

### ***April 23, 2019, Faith North Community Center***

---

A booth with TIP information was set up at the Center from the late morning to the late afternoon. The draft document, TIP project list, funding information summary sheet and comment cards were available. Staff provided information about the document, projects and information to the those who stopped by.

#### *written comments:*

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Comment #1: "One end of the street says Foxhall road. The other end says Foxhill drive and drive is the right sign and more visible speed limit signs."

Comment #2: "More speed limit signs on Perrine Street."

Comment #3: "Way past time to put a sidewalk along IN 25 from Old Romney Road to old US 231. How many more pedestrians must be injured or killed before someone acts? Just because most pedestrians in that area are black is NO REASON TO IGNORE THEM!"

Comment #4: Bus Stop and sidewalk issues at:

- a) McCarty Lane near the gas station (Park East). No landing and sidewalk to the bus stop.
- b) South Street (Sagamore Parkway to I-65) bus stops and sidewalks.
- c) 350S on northside of road from Concord to 18<sup>th</sup> Street.
- d) Park East just north of McCarty Lane (at bus stop).
- e) State Street by Wabash Landing. Difficult for bus and it's wheel chair ramp between parked cars.
- f) State Street further west. Difficult to get off when using wheel chair ramp.

Comment #5: Better consecutive timing for traffic signals on SR 26 between CR 550E to US 52.

Comment #6: Needs to go to a city in Kentucky. The issue is not having someone locally to purchase a bus ticket.

### ***May 9, 2019, Policy Board***

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The Policy Board reviewed the draft document and adopted it.

*No comments or questions were received from the general public.*

## **Appendix 6, Change Order Policy**

### **CHANGE ORDER POLICY for FEDERAL AID STP/MG FUNDS**

#### **Greater Lafayette Area Transportation and Development Study Area**

The following procedures will be followed by the Area Plan Commission of Tippecanoe County (APC) in its capacity as Metropolitan Planning Organization (MPO), the INDOT Crawfordsville District Construction Engineers, the Local Government Engineers (LPA Engineer), and Project Construction Engineers regarding all federal aid local project change orders in Tippecanoe County, Indiana:

- When the LPA Engineer is informed by the Project Construction Engineer that a change order is required, the LPA Engineer shall contact the MPO to determine if or what portion of federal funds are available within the amount programmed for the project in the Transportation Improvement Program (TIP). The MPO will verify by phone whether or not the funds exist for the change order and inform the LPA Engineer if federal aid funds are available.
- The LPA Engineer will complete the change order form along with the amount of federal aid funds being requested, and send it directly to the MPO (APC). The Executive Director of the Area Plan Commission or designee will sign the change order and indicate the amount of federal, if any, and local funds required. The MPO will send the change order to the LPA Engineer for signature by the Board of County Commissioners, Mayor, or Town Council as appropriate.
- The LPA Engineer will provide a signed copy of the change order to the MPO.
- The MPO will forward the signed change order with the corresponding state Designation Number (Des #) to INDOT's Office of Policy and Budget Fiscal Management and the INDOT Crawfordsville District Construction Engineer.
- It is the responsibility of the local government to ensure that change orders have been provided to the MPO and that the MPO has signed off assuring that the federal aid funds are available.
- If this change order policy is not followed, the local government requesting federal aid funds will be required to use 100% local funds for the change order.
- When additional federal aid funds are not available within the amount programmed in the TIP, the local government may request a TIP amendment to increase the amount of federal aid available to the project. To facilitate such an eventuality, 5% of estimated federal funds will be left unprogrammed in the TIP so long as those unprogrammed funds are not in danger of being lost to the community. As custodians of those funds, the MPO (APC staff) will determine when all unprogrammed funds must be programmed.

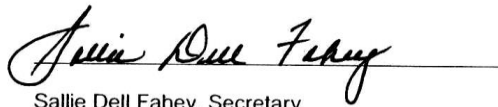
April 11, 2006

- In Dayton, Battle Ground and Clarks Hill (which have no local government engineer), the Project Construction Engineer will fulfill the responsibilities of the LPA Engineer for purposes of compliance with this policy.

Adopted by the Area Plan Commission of Tippecanoe County in its capacity as the Policy Committee of the Metropolitan Planning Organization this 19<sup>th</sup> day of April 2006.



Gary Schroeder, President



Sallie Dell Fahey, Secretary

April 11, 2006



## Appendix 7, Administrative Amendment Policy

### POLICY for ADMINISTRATIVE AMENDMENTS to the TRANSPORTATION IMPROVEMENT PROGRAM

#### Greater Lafayette Area Transportation and Development Study Area

Because some requests to amend the Transportation Improvement Program (TIP) need quick approval or are of limited financial interest to local officials, administrative amendments to the TIP are desirable. To provide a limited use, alternative TIP amendment process, the Area Plan Commission of Tippecanoe County (APC), in its capacity as the Policy Board of the Metropolitan Planning Organization (MPO), authorizes its Executive Director, or in her/his absence, its Assistant Director for Transportation Planning, to approve administrative amendments that add projects to the TIP, move projects within the TIP from unfunded to funded sections, and correct information for certain projects already programmed. Votes of recommendation by the Technical Transportation and Administrative Committees, and approval by the Area Plan Commission are not required for administrative amendments. For a project to qualify for an administrative amendment, the following criteria must be met:

- The request corrects the cost or other portion of a project listing already programmed for INDOT or CityBus.

OR

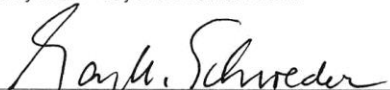
- The request is an INDOT project or a local project using dedicated Federal funds such as "earmarks", HES or TE. In these cases, the locally controlled STP allocation will not be used for the request.

AND FOR EITHER SITUATION LISTED ABOVE,

- Following the established approval process will delay the letting date or move the project to a subsequent construction year.

The details of all Administrative Amendments shall be provided to the Technical Transportation Committee, the Administrative Committee and the Area Plan Commission no later than the first meeting of each group following the amendment.

Adopted, as amended, by the Executive Committee of the Area Plan Commission of Tippecanoe County this 1<sup>st</sup> day of November 2006.

  
Gary Schroeder, President

  
Sallie Dell Fahey, Secretary

September 27, 2006  
Revised per Executive Committee vote November 2, 2006

## Appendix 8, Planning Support for TIP Projects

The following two tables document the planning support for both local and state projects. Each table provides a project description or code number and the document where the planning support can be found.

LOCATION	PROJECT TYPE	PROJCT or DES NO.	SUPPORTING DOCUMENTATION
<b>City of Lafayette</b>			
<b>Concord Road</b> <i>Maple Point Extension to Veterans Memorial Parkway</i>	Trail Lighting	1900477	City Assessment
<b>Park East Blvd.</b> <i>Haggerty to SR 38</i>	New Road Construction	1700405	2045 MTP, FY '18 TIP
<b>South 9<sup>th</sup> Street</b> <i>Brick" N" Wood to Veterans Memorial Parkway</i>	Widening & Urbanization	1900482	2045 MTP
<b>Twyckenham Boulevard</b> <i>Poland Hill to S. 9<sup>th</sup> St.</i>	Road Reconstruction	1401285	2045 MTP
<b>City of West Lafayette</b>			
<b>Cherry Lane Extension</b> <i>Rel. US 231 to McCormick</i>	New Road Construction	1401290	2045 MTP, FY '18 TIP
<b>Cumberland Ave, Ph 4</b> <i>Sagamore Parkway to ½ mi west of Sagamore Parkway</i>	Road Reconstruction	---	2045 MTP, FY '18 TIP
<b>Lindberg Road</b> <i>Northwestern to Salisbury</i>	Road Reconstruction & Complete Streets	---	2045 MTP
<b>Sagamore Parkway Trail</b> <i>Happy Hollow to Wabash River Bridge</i>	New Trail Construction	1401287	2045 MTP, FY '18 TIP
<b>Soldiers Home Road, Ph 1</b> <i>Sagamore Pkwy to Kalberer</i>	Road Reconstruction & Urbanization	1401291	2045 MTP, FY '18 TIP
<b>Yeager Road, Ph. 4</b> <i>End of Pavement to City Limit</i>	Road Reconstruction & Urbanization	---	FY '18 TIP
<b>Tippecanoe County</b>			
<b>County Farm Road</b> <i>at CR 500N</i>			
<b>County Bridge Inspection</b> <i>Various Bridges in County</i>	Inspection Program	1382591	Annual Inspection, FY '18 TIP
<b>Klondike Road</b> <i>Lindberg Road to US 52</i>	Road Reconstruction & Widening	1173626	2045 MTP, TFP-15, FY '18 TIP, 5YPS
<b>Lindberg Road</b> <i>Klondike to US 231</i>	Road Reconstruction & Widening	1173627	2045 MTP, TFP-15, FY '18 TIP, 5YPS
<b>McCutcheon Ped Safety</b> <i>Old US 231 &amp; CR 500S</i>	Safety Improvements	1601028	Road Safety Audit
<b>Morehouse Road</b> <i>Sagamore Pkwy to CR 500N</i>	Road Reconstruction & Widening	1401280	2045 MTP, FY '18 TIP, 5YPS
<b>Yeager Road</b> <i>City Limits to CR 500N</i>	Road Realignment	1401281	2045 MTP, FY '18 TIP, 5YPS
<b>North River Road</b> <i>At CR 500N</i>	Intersection Improvements	1401279	County Assessment, FY '18 TIP, 5YPS, Road Safety Audit

LOCATION	PROJECT TYPE	PROJCT or DES NO.	SUPPORTING DOCUMENTATION
<b>Tippecanoe County continued</b>			
<b>Bridge Replacement</b> <i>Various Locations</i>	Replacement	---	County Bridge Program, FY '18 TIP,
<b>CR 400E</b> <i>At Clegg Gardens</i>	Ped Xing Improvements	---	County Assessment
<b>CityBus</b>			
<b>CityBus</b>	Operating Assistance & Capital Assistance	Various	TDP, SP, CHSTP, FY '18 TIP
<b>Purdue University Airport</b>			
<b>Rehabilitate Runway 05/23 &amp; Connector Taxiway</b>	Reconstruction	---	AMP
<b>East Parallel Taxiway "C"</b>	Environmental Assessment	---	AMP
<b>Joint Study</b>			
<b>US 231 Study</b> <i>US 52 to I-65</i>	Preliminary Corridor Study		2045 MTP, US 231 INDOT Corridor Study
AMP-Airport Master Plan CHSTP – Coordinated Human Service Transit Plan Bic./Ped. Plan – Bicycle & Pedestrian Plan F/D – Federal Aid Crossing Questionnaire, Diagnostic Review TDP – Transit Development Plan TFP – Thoroughfare Plan TIP – Transportation Improvement Program 2040 MTP – 2040 Metropolitan Transportation Plan SP – CityBus Strategic Plan 5YPS – Five Year Production Schedule			

## INDOT Projects

LOCATION	PROJECT TYPE	DES. NO.	SUPPORTING DOCUMENTATION
<b>SR 25</b> <i>Bridge over Shawnee Creek</i>	Replacement Structure	1298419	INDOT Review, FY '18 TIP, STIP
<b>SR 25</b> <i>Wallace Ditch</i>	Small Structure Replacement	1500120	INDOT Review, FY '18 TIP, STIP
<b>SR 25</b> <i>Flint Creek</i>	Bridge Thin Deck Overlay	1602069	INDOT Review, FY '18 TIP, STIP
<b>SR 25</b> <i>SB Bridge, Buck Creek</i>	Bridge Deck Overlay	1800413	INDOT Review, FY '18 TIP, STIP
<b>SR 25</b> <i>NB Bridge, Buck Creek</i>	Bridge Deck Overlay	1800414	INDOT Review, FY '18 TIP, STIP
<b>SR 25</b> <i>SB Bridge, NS Railroad</i>	Bridge Deck Overlay	1800418	INDOT Review, FY '18 TIP, STIP
<b>SR 25</b> <i>NB Bridge, Sugar Creek</i>	Bridge Deck Overlay	1800419	INDOT Review, FY '18 TIP, STIP
<b>SR 25</b> <i>SB Bridge, Sugar Creek</i>	Bridge Deck Overlay	1800420	INDOT Review, FY '18 TIP, STIP
<b>SR 25</b> <i>NB Bridge, NS Railroad</i>	Bridge Deck Overlay	1800421	INDOT Review, FY '18 TIP, STIP
<b>SR 25</b> <i>NB Bridge, No Name Creek</i>	Bridge Deck Overlay	1800437	INDOT Review, FY '18 TIP, STIP
<b>SR 25</b> <i>NB Bridge, Co. Line Road</i>	Bridge Deck Overlay	1800438	INDOT Review, FY '18 TIP, STIP
<b>SR 25</b> <i>11.3 miles north of I-65</i>	Bridge Thin Deck Overlay	1800439	INDOT Review, FY '18 TIP, STIP
<b>SR 25</b> <i>NB Bridge, CR 900N</i>	Bridge Thin Deck Overlay	1800440	INDOT Review, FY '18 TIP, STIP
<b>SR 25</b> <i>SB Bridge, No Name Creek</i>	Bridge Deck Overlay	1800441	INDOT Review, FY '18 TIP, STIP
<b>SR 25</b> <i>SB Bridge, CR 900N</i>	Bridge Deck Overlay	1800442	INDOT Review, FY '18 TIP, STIP
<b>SR 25</b> <i>SB Bridge, Bridge Creek</i>	Bridge Deck Overlay	1800443	INDOT Review, FY '18 TIP, STIP
<b>SR 25</b> <i>CR 330N Bridge</i>	Bridge Deck Overlay	1800445	INDOT Review, FY '18 TIP, STIP
<b>SR 25</b> <i>NB Bridge, Bridge Creek</i>	Bridge Deck Overlay	1800455	INDOT Review, FY '18 TIP, STIP
<b>SR 26</b> <i>4.98 mi. W of US 231</i>	Culvert Clean & Repair	1500096	INDOT Review, FY '18 TIP, STIP
<b>SR 26</b> <i>5.75 mi. W of US 231</i>	Small Structure Replacement	1500121	INDOT Review, FY '18 TIP, STIP
<b>SR 26</b> <i>0.33 to 8.57 mi. E of SR 55</i>	HMA Overlay Structural	1700114	INDOT Review, FY '18 TIP, STIP
<b>SR 26</b> <i>8.7 mi. E of SR 55</i>	Bridge Replacement	1800130	INDOT Review
<b>SR 26</b> <i>At CR 900E</i>	New Signal Installation	1800215	INDOT Review
<b>SR 26</b> <i>I-65 to 1.49 mi. E of I-65</i>	Patch & Rehab, PCCP Pave.	1800569	INDOT Review, FY '18 TIP, STIP
<b>SR 26</b> <i>At CR 900E</i>	New Signal Installation	1802820	INDOT Review

LOCATION	PROJECT TYPE	DES. NO.	SUPPORTING DOCUMENTATION
<b>SR 28</b> SR 25 to US 231	HMA Functional Overlay	1500155	INDOT Review, FY '18 TIP, STIP
<b>SR 28</b> US 231 to US 52	Road Rehabilitation	1592968	INDOT Review, FY '18 TIP, STIP
<b>SR 28</b> Wea Creek	Bridge Thin Deck Overlay	1602094	INDOT Review, FY '18 TIP, STIP
<b>SR 28</b> Over Little Wea Creek	Bridge Deck Overlay	1800670	INDOT Review, FY '18 TIP, STIP
<b>SR 28</b> Over Haywood Ditch	Bridge Deck Overlay	1801298	INDOT Review, FY '18 TIP, STIP
<b>SR 38</b> Within Dayton	Road Rehabilitation	1601073	INDOT Review, FY '18 TIP, STIP
<b>SR 38</b> 1.07 mi. E of I-65 to US 421	HMA Overlay	1601074	INDOT Review, FY '18 TIP, STIP
<b>SR 38</b> EB Bridge, 1.37 mi. W I-65	Bridge Thin Deck Overlay	1601997	INDOT Review, FY '18 TIP, STIP
<b>SR 38</b> WB Bridge, 1.37 mi. W I-65	Bridge Thin Deck Overlay	1602057	INDOT Review, FY '18 TIP, STIP
<b>SR 38</b> WB Bridge, Elliott Ditch	Bridge Deck Overlay	1701561	INDOT Review, FY '18 TIP, STIP
<b>SR 38</b> EB Bridge, Elliott Ditch	Bridge Deck Overlay	1701562	INDOT Review, FY '18 TIP, STIP
<b>SR 38</b> Southfork Wildcat Creek	Bridge Thin Deck Overlay	1800452	INDOT Review, FY '18 TIP, STIP
<b>SR 38</b> Southfork Wildcat Creek	Debris Removal	1801353	INDOT Review, FY '18 TIP, STIP
<b>SR 43</b> N of SR 225 to S of SR 18	HMA PM Overlay	1592686	INDOT Review, FY '18 TIP, STIP
<b>SR 43</b> I-65 NB Ramp	Intersection Improvement	1700188	INDOT Review, FY '18 TIP, STIP
<b>SR 43</b> I-65 SB Ramp	Intersection Improvement	1700189	INDOT Review, FY '18 TIP, STIP
<b>SR 43</b> Bridge over Walter Ditch	Bridge Replacement	1800076	INDOT Review
<b>US 52</b> Lauramie Creek	Bridge Thin Deck Overlay	1601992	INDOT Review, FY '18 TIP, STIP
<b>US 52</b> Elliot Ditch	Bridge Thin Deck Overlay	1601999	INDOT Review, FY '18 TIP, STIP
<b>US 52</b> Branch of Elliot Ditch	Bridge Thin Deck Overlay	1602042	INDOT Review, FY '18 TIP, STIP
<b>US 52</b> Over Indian Creek	Bridge Replacement	1701596	INDOT Review, FY '18 TIP, STIP
<b>US 52</b> Elston Road over US 231	Bridge Thin Deck Overlay	1702078	INDOT Review, FY '18 TIP, STIP
<b>US 52</b> EB lane over NS Railroad	Bridge Thin Deck Overlay	1800425	INDOT Review, FY '18 TIP, STIP
<b>US 52</b> WB lane over NS Railroad	Bridge Thin Deck Overlay	1800430	INDOT Review, FY '18 TIP, STIP
<b>US 52</b> EB Bridge, Sagamore Pkwy	Bridge Maintenance & Repair	1801299	INDOT Review, FY '18 TIP, STIP
<b>US 231</b> N of I-74 - 2.87 N of SR 28	Auxiliary Passing Lanes	1700190	INDOT Review, FY '18 TIP, STIP

LOCATION	PROJECT TYPE	DES. NO.	SUPPORTING DOCUMENTATION
<b>US 231</b> NB Bridge, Big Wea Creek	Bridge Thin Deck Overlay	1800432	INDOT Review, FY '18 TIP, STIP
<b>US 231</b> SB Bridge, Big Wea Creek	Bridge Thin Deck Overlay	1800433	INDOT Review, FY '18 TIP, STIP
<b>US 231</b> NB Bridge Big Wea Creek	Debris Removal	1801338	INDOT Review, FY '18 TIP, STIP
<b>US 231</b> SB Bridge, Big Wea Creek	Debris Removal	1801344	INDOT Review, FY '18 TIP, STIP
<b>US 231</b> At SR 28	New Signal Installation	1802807	INDOT Review, FY '18 TIP, STIP
<b>US 231</b> AT CR 800S	New Signal Installation	1802809	INDOT Review, FY '18 TIP, STIP
<b>SR 225</b> 0.6 mi. N of SR 25	Bridge Rehabilitation/Repair	1593270	INDOT Review
<b>SR 225</b> Over Burnett Creek	Bridge Deck Overlay	1701548	INDOT Review, FY '18 TIP, STIP
<b>SR 225</b> Over Burnett Creek	Bridge Deck Overlay	1702137	INDOT Review, FY '18 TIP, STIP
<b>SR 225</b> 0.1 mi. N of SR 25	Small Structure Replacement	1800149	INDOT Review
<b>I-65</b> NB Bridge, SR 43	Bridge Deck Replace/Widen	1601088	INDOT Review, FY '18 TIP, STIP
<b>I-65</b> SB Bridge, SR 43	Bridge Deck Replace/Widen	1601090	INDOT Review
<b>I-65</b> NB Bridge, Burnett Creek	Bridge Deck Replace/Widen	1601091	INDOT Review, FY '18 TIP, STIP
<b>I-65</b> SB Bridge, Burnett Creek	Bridge Deck Replace/Widen	1601092	INDOT Review, FY '18 TIP, STIP
<b>I-65</b> Over Unnamed Ditch	Pipe Lining	1701549	INDOT Review, FY '18 TIP, STIP
<b>I-65</b> NB Bridge, Wildcat Creek	Bridge Painting	1800399	INDOT Review, FY '18 TIP, STIP
<b>I-65</b> SB Bridge, Wildcat Creek	Bridge Painting	1800400	INDOT Review, FY '18 TIP, STIP
<b>I-65</b> NB Bridge, SR 26	Bridge Painting	1800401	INDOT Review, FY '18 TIP, STIP
<b>I-65</b> SB Bridge, SR 26	Bridge Painting	1800402	INDOT Review, FY '18 TIP, STIP
<b>I-65</b> Swisher Road Bridge	Bridge Painting	1800431	INDOT Review, FY '18 TIP, STIP
<b>I-65</b> McCarty Lane Bridge	Bridge Thin Deck Overlay	1800451	INDOT Review, FY '18 TIP, STIP
<b>I-65</b> SR 24 to US 24/231	ITS Traffic Management	1800572	INDOT Review, FY '18 TIP, STIP
Statewide	Underwater Inspections	1601207	INDOT Review, FY '18 TIP, STIP
Statewide	Fracture Inspections	1601208	INDOT Review, FY '18 TIP, STIP
Statewide	Vertical Clearance Inspections	1601209	INDOT Review, FY '18 TIP, STIP
Statewide	On-Call Service		

MM: Major Moves

STIP – Indiana DOT TIP

MTP: 2045 Transportation Plan

TIP: Transportation Improvement Program

## Appendix 9: CityBus CY 2015, 2016, 2017 & 2018 Capital and Operating Project Lists & TIGGER Projects

Project, Location & Description	Ph	Fund Code	Federal Funds	Local Funds	Total Cost	Anticipated Year
<b>CityBus</b>						
<i>Financial information shown is calendar year beginning January 1st)</i>						
<b>Operating Assistance (Sec. 5307)</b>	OP	S7O, L1, 3, 10				
des # 1172677			1,300,000	5,792,608	11,557,611	CY 2015
des # 1382372			1,882,009	6,490,022	11,712,762	CY 2016
des # 1382373			1,120,000	6,335,348	12,142,715	CY 2017
des # 1400659			2,160,816	10,456,858	12,617,674	CY 2018
<b>Capital Assistance (Sec. 5307)</b>	CA	S7C, L3				
<i>Des numbers for individual projects are shown on the following pages.</i>			3,429,200	857,300	4,286,500	CY 2015
			2,782,438	822,210	3,604,148	CY 2016
			1,926,500	481,625	2,408,125	CY 2017
			1,926,466	481,617	2,408,083	CY 2018
<b>Planning Assistance (Sec. 5307)</b>	PL	S7P, L3				
Bus Stop Evaluation (des			8,000	2,000	10,000	CY 2017
Strategic Planning			48,000	12,000	60,000	CY 2018
Planning Software			48,000	12,000	60,000	CY 2018
<b>Operating Assistance (Sec. 5310)</b>	OP	S10, L3				
Route 9 Continuation, #1700781			96,984	96,984	193,968	CY 2017
<b>Capital Assistance (Sec. 5339)</b>	CA	S39C, L3				
Fixed Route Buses, des #1382386			353,725	88,431	442,156	CY 2017
Ped/Bike Detection System des #1801629			485,760	121,440	607,200	CY 2018

*Section 5307 Capital and Operating Expenditures for CY 2015*

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1. REPLACEMENT TIRES - \$60,000 *Des #1172703*  
With over 1.5 million miles of service operated on an annual basis and mileage increasing due to the service agreement with Purdue University, this request constitutes replacement of tires on approximately 50% of the full size coaches. Six tires are required for each bus. The expected life of the tires is over one (1) year considering the average mileage run on each tire. Budgeted amount for tires for each unit is \$1,765.
2. BUS OVERHAUL, \$113,000  
*a. Rebuild up to four (4) bus engines - \$61,000* *Des #1172704*  
Based on 2013 and similar experience in previous years, CityBus anticipates the need to rebuild up to five (5) engines at an average cost of \$15,250 each.  
*b. Rebuild up to three (3) bus transmissions - \$150,00* *Des #1172705*  
GLPTC's first hybrid diesel-electric buses were purchased in 2007 and are now seven years old. GLPTC needs to program additional federal funding for the rebuilding of transmissions as a contingency should hybrid transmission need to be rebuilt in FY 2015.  
*c. Bus rebuild components - \$28,000* *Des #1172706*  
Replacement components: turbo charge units, charge air coolers, alternators, ECM's, outboard planetary differentials, fuel pumps, and brake units. Based on the previous years' experience, up to two (2) units of each item may be needed at the average cost of \$2,000 each.
3. COMPUTER HARDWARE AND SOFTWARE, \$30,000 *Des #1172707*  
A continuous investment must be made in up-to-date computer technology for administrative and maintenance employees. Many computer systems need to be replaced or updated every two to three years in order for employees and systems to operate efficiently and effectively
4. SUPPORT VEHICLE - \$35,000 *Des #1172708*  
Replace the 2003 Ford F-250 Truck. This vehicle will exceed the requirements of FTA Circular 9030.1A for age for replacement.
5. BUS REPLACEMENT - \$3,167,500 *Des #1172709*  
GLPTC is increasing the quantity of full-sized buses to be replaced in 2015 from three to six. GLPTC will replace the vehicles per FTA guidelines outlined in FTA Circular 9030.1D. The buses being replaced will be over 12 years in age. The buses being replaced are 1998 Gilligs, buses number 1001, 1002, 1003, 1005, and 1999 Gilligs 1101 and 1102.
6. TEN FAREBOXES - \$140,000 and GENFARE DATA SYSTEM - \$15,000 *Des #1500325 & 1500326*  
GLPTC is replacing outdated fareboxes that have been in use since the 1980s. In 2014, GLPTC replaced 48 units with new SPX Genfare Odyssey Fareboxes. For this project, GLPTC will procure ten additional fareboxes to complete installation across the entire fleet. The new technology validates coins and bills, providing a more accurate count of GLPTC's revenue, and offers the ability to offer new fare options. The data system is used to organize and manage data collected in the fareboxes and generates reports on revenue, ridership, farebox maintenance, security, and other management issues. The outdated data system will be replaced.
7. ACQUIRE PROPERTY - \$350,000 *Des #1500327*  
GLPTC seeks to acquire property for future expansion of its administration and maintenance facilities.
8. REHABILITATE ADMINISTRATION FACILITY - \$50,000 *Des #1500328*  
Updates are needed to make the main entrance to the administration facility fully ADA accessible.
9. ELECTRONIC WAYSIDE SIGNS - \$100,000 *Des #1500329*  
GLPTC will install electronic signage inside shelters and at bus stops. These signs display real-time departure information for transit riders.



10. BIKE REPAIR STATION AT CBC - \$15,000

*Des #1500330*

Bicyclists are using transit in increasing numbers. Each fixed route bus is equipped with a bike rack and bicycle parking is provided at CityBus Center (CBC), the bus transfer station located in downtown Lafayette. A bike repair station will be made available for public use. The station will include air for tires and basic tools for making simple repairs.

11. CHARGING STATION AT CBC - \$5,000

*Des #1500331*

The lobby at CityBus Center is a place where passengers wait between trips on local fixed route buses and commuter lines such as Greyhound. Because riders are using mobile electronic devices to access transit information, GLPTC will provide a station of electrical outlets so that riders can plug their devices in for charging while they are using the center.

12. PUBLIC ART PROJECT AT CBC - \$20,000

*Des #1500332*

The CityBus Center plaza area is a public space which can be enhanced by public art. GLPTC will acquire art for installation on the plaza and inside the lobby area.

13. SHELTERS - \$30,000 AND SHELTER LIGHTING - \$30,000

*Des #1500333 & 1500334*

GLPTC will install passenger shelters at bus stops and will install solar lighting systems to enhance public safety.

<u>Item #</u>	<u>Project</u>	<u>Federal Share</u>	<u>Local Share</u>	<u>Total Cost</u>
1	Replacement Tires	48,000	12,000	60,000
2a	Bus Overhaul, Rebuild Engines	48,800	12,200	61,000
2b	Bus Overhaul, Rebuild Transmissions	120,000	30,000	150,000
2c	Bus Overhaul, Rebuild Components	22,400	5,600	28,000
3	Computer Hardware & Software	24,000	6,000	30,000
4	Support Vehicle	28,000	7,000	35,000
5	Bus Replacement	2,534,000	633,500	3,167,500
6	Ten Fareboxes	112,000	28,000	140,000
7	Genfare Data System	12,000	3,000	15,000
8	Acquire Property	280,000	70,000	350,000
9	Rehabilitate Administration Facility	40,000	10,000	50,000
10	Electronic Wayside Signs	80,000	20,000	100,000
11	Bike Repair Station at CBC	12,000	3,000	15,000
12	Charging Station at CBC	4,000	1,000	5,000
13	Public Art Project at CBC	16,000	4,000	20,000
14	Shelters	24,000	6,000	30,000
15	Shelter Lighting	24,000	6,000	30,000
	Total	3,420,200	857,300	4,286,500
	Operating Assistance, Des # 1172677	1,300,000	5,792,608	11,557,611

*Section 5307 Capital and Operating Expenditures for CY 2016*

1. REPLACEMENT TIRES - \$60,000

*Des #1172703*

With over 1.5 million miles of service operated on an annual basis and mileage increasing due to the service agreement with Purdue University, this request constitutes replacement of tires on approximately 50% of the full size coaches. Six tires are required for each bus. The expected life of the tires is over one (1) year considering the average mileage run on each tire. Budgeted amount for tires for each unit is \$1,765.

2. BUS OVERHAUL, \$113,000

a. *Rebuild up to four (4) bus engines - \$61,000*

*Des #1172704*

Based on 2013 and similar experience in previous years, CityBus anticipates the need to rebuild up to five (5) engines at an average cost of \$15,250 each.

b. *Rebuild up to three (3) bus transmissions - \$150,00*

*Des #1172705*

GLPTC's first hybrid diesel-electric buses were purchased in 2007 and are now seven years old. GLPTC needs to program additional federal funding for the rebuilding of transmissions as a contingency should hybrid transmission need to be rebuilt in FY 2015.

c. *Bus rebuild components - \$28,000*

*Des #1172706*

Replacement components: turbo charge units, charge air coolers, alternators, ECM's, outboard planetary differentials, fuel pumps, and brake units. Based on the previous years' experience, up to two (2) units of each item may be needed at the average cost of \$2,000 each.

3. COMPUTER HARDWARE AND SOFTWARE, \$30,000

*Des #1172707*

A continuous investment must be made in up-to-date computer technology for administrative and maintenance employees. Many computer systems need to be replaced or updated every two to three years in order for employees and systems to operate efficiently and effectively

4. SUPPORT VEHICLE - \$35,000

*Des #1172708*

Replace the 2003 Ford F-250 Truck. This vehicle will exceed the requirements of FTA Circular 9030.1A for age for replacement.

5. BUS REPLACEMENT - \$3,167,500

*Des #1172709*

GLPTC is increasing the quantity of full-sized buses to be replaced in 2015 from three to six. GLPTC will replace the vehicles per FTA guidelines outlined in FTA Circular 9030.1D. The buses being replaced will be over 12 years in age. The buses being replaced are 1998 Gilligs, buses number 1001, 1002, 1003, 1005, and 1999 Gilligs 1101 and 1102.

6. TEN FAREBOXES - \$140,000 and GENFARE DATA SYSTEM - \$15,000 *Des #1500325 & 1500326*

GLPTC is replacing outdated fareboxes that have been in use since the 1980s. In 2014, GLPTC replaced 48 units with new SPX Genfare Odyssey Fareboxes. For this project, GLPTC will procure ten additional fareboxes to complete installation across the entire fleet. The new technology validates coins and bills, providing a more accurate count of GLPTC's revenue, and offers the ability to offer new fare options. The data system is used to organize and manage data collected in the fareboxes and generates reports on revenue, ridership, farebox maintenance, security, and other management issues. The outdated data system will be replaced.

<u>Item #</u>	<u>Project</u>	<u>Federal Share</u>	<u>Local Share</u>	<u>Total Cost</u>
1	Replacement Tires	48,000	12,000	60,000
2a	Bus Overhaul, Rebuild Engines	48,800	12,200	61,000
2b	Bus Overhaul, Rebuild Transmissions	120,000	30,000	150,000
2c	Bus Overhaul, Rebuild Components	22,400	5,600	28,000
3	Computer Hardware & Software	24,000	6,000	30,000
4	Support Vehicle	28,000	7,000	35,000
5	Bus Replacement	2,534,000	633,500	3,167,500
6	Ten Fareboxes	112,000	28,000	140,000

1. REPLACEMENT TIRES, \$70,000 *Des #1382381*  
With over 1.5 million miles of service operated on an annual basis and mileage increasing due to the service agreement with Purdue University, this request constitutes replacement of tires on approximately 50% of the full size coaches. Six tires are required for each bus. The expected life of the tires is over one (1) year considering the average mileage run on each tire. Budgeted amount for tires for each unit is \$2,060.
2. REBUILD UP TO FOUR BUS ENGINES, \$61,000 *Des #1382382*  
Based on 2013 and similar experience in previous years, CityBus anticipates the need to rebuild up to five (5) engines at an average cost of \$15,250 each.
3. REBUILD UP TO THREE BUS TRANSMISSIONS, \$74,000 *Des #1382383*  
In 2017 GLPTC's first hybrid buses, purchased in 2007, will enter their tenth year of service. There are currently 22 hybrid buses in the fleet, ranging in age from two to seven years. Repair or replacement of hybrid transmission components such as hybrid drives and batteries can cost as much as \$50,000. GLPTC anticipates repairing or replacing transmission components for one hybrid bus in 2017.
4. BUS REBUILD COMPONENTS, \$28,000 *Des #1382384*  
Replacement components: turbo charge units, charge air coolers, alternators, ECM's, outboard planetary differentials, fuel pumps, and brake units. Based on the previous years' experience, up to two (2) units of each item may be needed at the average cost of \$2,000 each.
5. COMPUTER HARDWARE AND SOFTWARE, \$50,000 *Des #1382385*  
GLPTC has invested heavily in information technology systems to manage the operation of public transportation service and to provide real-time passenger information to riders. Our operation and riders depend on these services to be reliable. CityBus is programming additional funds for necessary upgrades and replacements of old technology systems in CY 2017. Many of the systems to be replaced are five years old or older.
6. FIXED ROUTE BUSES, \$1,900,000 *Des #1382386*  
In 2015 GLPTC entered into a contract with New Flyer of America for Compressed Natural Gas (CNG) buses at a lower cost per unit than GLPTC anticipated when the TIP was first produced. At that time, more expensive hybrid buses were being procured. This project's total cost will be reduced by \$265,125. GLPTC is changing the quantity of full-sized buses to be replaced in 2017 to allow for greater flexibility in bus procurements depending upon negotiation of a multi-year operating contract with Purdue University. Currently there are eleven articulated buses in the fleet, six of which date to 1998 which is many years past useful life. If the contract with Purdue is extended, GLPTC will procure two 60' articulated buses to replace two of the 1998 New Flyer Articulated Buses (#715, #716, #717, #718, #719, or #720), and one 40' bus (2002 Gillig Bus #1202). If the contract is not extended then GLPTC will purchase four 40' buses to replace 2002 Gillig Buses #1202, #1203, #1204, and #1205, as exists in the 2017 annual element. Buses will be replaced per FTA guidelines as outlined in FTA Circular 9030.1D. The buses being replaced will be over 12 years in age, and all new buses will use CNG fuel.
7. SECURITY CAMERAS FOR VEHICLES, \$60,000 *Des #1500388*  
In addition to the security cameras already programmed, the project amount is being increased by \$30,000 for a pilot program that will utilize bus camera systems in a collision avoidance system. The pilot will involve installation of these systems on up to five buses. The goal of these systems is to improve pedestrian and bicyclist safety by scanning blind zones around the bus and issuing warnings when pedestrians and cyclists are detected in these zones.
8. OFFICE EQUIPMENT, \$8,000 *Des #1700066*  
GLPTC needs to replace the office copier which will be five years old in 2017. GLPTC is seeking additional capabilities including OCR scanning and color printing in the new copier. Estimated cost is \$8,000.
9. SHOP LIGHTING UPGRADES, \$61,000 *Des #1700067*  
Lighting in the wash bay and bus storage area needs to be replaced with energy-efficient and brighter LED lighting. Existing lighting was installed when the facility was built in 1974.

10. PARATRANSIT BUS, \$78,832

*Des #1700068*

INDOT awarded GLPTC CY2017 Section 5310 funds for the purchase of two replacement paratransit buses at a total cost of \$157,664. In CY2017 GLPTC will replace one of the buses (the second bus will be programmed for replacement in CY2018). Paratransit Bus #442, a 2011 Supreme, will be replaced with a new paratransit bus. The bus will be replaced per FTA guidelines as outlined in FTA Circular 9030.1D at the age of six years at time of replacement.

11. TRAVEL TRAINING PROGRAM, \$56,423

*Des #1700069*

INDOT awarded GLPTC CY2017 Section 5310 funds for the continuation of our travel training program for CY2017. This program provides in-person training to senior citizens and people with disabilities to help them navigate and use GLPTC's fixed route and ADA paratransit services. The total cost of this program is \$56,423.

**Table 34: CY 2017 Section 5307 Capital Grant Summary**

	<u>Federal Share</u>	<u>Local Share</u>	<u>Total Cost</u>
Replacement Tires	56,000	14,000	70,000
Engine Rebuilds	48,800	12,200	61,000
Transmission Rebuilds	59,200	14,800	74,000
Bus Rebuild Components	22,400	5,600	28,000
Computer Hardware/Software Upgrade	40,000	10,000	50,000
Fixed Route Buses	1,520,000	380,000	1,900,000
Security Cameras for Vehicles	48,000	12,000	60,000
Office Equipment	6,400	1,600	8,000
Shop Lighting Upgrades	48,800	12,200	61,000
Paratransit Bus	63,066	15,766	78,832
Travel Training Program	45,138	11,285	56,423
<b>TOTAL</b>	<b>1,926,500</b>	<b>481,625</b>	<b>2,408,125</b>

Bus Stop Evaluation, \$10,000 (SECTION 5307 PLANNING)

*Des #1700070*

GLPTC will conduct a detailed evaluation of all 819 bus stops in use throughout the system. This evaluation will consider ADA accessibility, pedestrian access, and condition assessment which will help GLPTC prioritize future infrastructure investment. The total project cost is \$10,000.

ROUTE 9 CONTINUATION (ENHANCED MOBILITY FUNDS)

*Des #1700781*

In 2015, CityBus received New Freedom funding to extend service to IU Arnett and the surrounding medical offices. CityBus began service to this area in July 2016, and extended service to IU Arnett after the completion of Phase 3 of the Restore Sagamore project. Since the new route began, CityBus has provided 50,175 revenue miles, 3,624 revenue hours, and 17,123 passenger trips. CityBus is requesting New Freedom operating funds to extend the route an additional six months through January 2018.

FIXED ROUTE BUSES (Section 5339 Funds)

*Des #1382386*

CityBus is requesting federal funds toward the partial federal share for one (1) 60' articulated bus. Sec. 5307 formula funds are programmed for the replacement of four of these buses with funds remaining toward part of the expense for a fifth replacement bus. CityBus is requesting \$353,725 in Sec. 5339 funds (matching \$151,680 in Sec. 5307 funds) to complete the 80% federal share for the fifth bus.

*Section 5307 Capital and Operating Expenditures for CY 2018*

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1. REPLACEMENT TIRES, \$70,000 *Des #1400660*  
With over 1.5 million miles of service operated on an annual basis and mileage increasing due to the service agreement with Purdue University, this request constitutes replacement of tires on approximately 50% of the full-size coaches. Six tires are required for each bus. The expected life of the tires is over one (1) year considering the average mileage run on each tire. Budgeted amount for tires for each unit is \$2,060.
2. REBUILD UP TO TWO BUE ENGINES, \$30,500 *Des #1400661*  
Repair and replacement of engines has decreased due to preventive maintenance and manufacturer warranties. CityBus anticipates repairing and/or replacing two engines in 2018 at an average cost of \$15,250 each.
3. REBUILD OR REPLACE BUS TRANSMISSIONS, \$80,000 *Des #1400662*  
CityBus anticipates repairing and/or replacing transmission in CY 2018 at higher costs than in previous years. There are currently 22 hybrid buses in the fleet, ranging in age from three to eight years. Repair or replacement of hybrid transmission components such as hybrid drives, and batteries can cost as much as \$50,000.
4. BUS REBUILD COMPONENTS, \$28,000 *Des #1400663*  
Replacement components: turbo charge units, charge air coolers, alternators, ECM's, outboard planetary differentials, fuel pumps, and brake units. Based on the previous years' experience, up to two (2) units of each item may be needed at the average cost of \$2,000 each.
5. COMPUTER HARDWARE AND SOFTWARE, \$104,000 *Des #1400664*  
CityBus will continue to focus on disaster recovery and procure software to increase efficiency and accuracy. CityBus has invested heavily in information technology systems to implement a disaster recovery plan. A large portion of the funds requested will be used to purchase a backup server that will be off-site and be a duplicate of the current system. The plan is to minimize down-time in a catastrophic event. CityBus is also planning to invest in a grants management module to be incorporated within the existing enterprise system.
6. PARATRANSIT BUS REPLACEMENT, \$81,583 *Des #1700409*  
INDOT awarded CityBus CY 2017 Section 5310 funds for the purchase of two replacement paratransit buses at a total cost of \$157,664. In CY 2018 CityBus will replace #443 a 2011 Supreme with the remaining available funds of \$65,266, an amendment increase of \$2,066 (the first bus was programmed for replacement in CY 2017). The paratransit bus will be replaced per FTA guidelines as outlined in FTA Circular 9030.1D at the time of replacement.
7. SUPPORT VEHICLE, \$40,000 *Des #1400665*  
Replace the 2008 Ford F-250 truck. The support vehicle to be replaced was purchased in 2007. This vehicle will meet the requirements of FTA Circular 9030.1E in terms of age for replacement.
8. FIXED ROUTE BUS REPLACEMENT, \$1,725,000 *Des #1400666*  
Due to the age and condition of several buses in the fleet, CityBus desires to purchase two 40' buses and one 60' bus to replace 2005 Gilligs #1401, #1402 and #1403. Buses will be replaced per FTA guidelines as outlined in FTA Circular 9030.1D. The buses being replaced will be over 12 years in age, and all new buses will use CNG fuel.
9. COIN COUNTER FOR VAULT ROOM, \$8,000 *Des #1700410*  
The coin counter used in the vault room to count fare revenue and prepare for deposit is over 25 years old and is need of replacement. The device jams frequently and does not recognize one-dollar coins. It is time to replace this item used daily in the vault room.

10. VEHICLE CAMERA SYSTEM, \$35,000

Des #1500389

CityBus will replace outdated equipment for vehicle security camera systems that are no longer being supported by the manufacturer. FTA requires 1% of the Section 5307 funds to be used for security-related transit enhancements.

11. OFFICE FURNITURE, \$8,000

Des #1700411

In 2017 CityBus is completing a renovation of the administration facilities at 1250 Canal Rd. which include additional office space for operations staff. New furniture is needed for the renovated work areas.

12. REHAB FACILITY, \$100,000

Des #1800093

In 2017 CityBus is completing a renovation of the administration facilities at 1250 Canal Rd. which include additional office space for operations staff. New furniture is needed for the renovated work areas.

13. SOLAR WAYSIDE SIGNAGE, \$88,000

Des #1800094

In 2017 CityBus is completing a renovation of the administration facilities at 1250 Canal Rd. which include additional office space for operations staff. New furniture is needed for the renovated work areas.

14. MOBILE PHONE APP, \$10,000

Des #1800095

In 2017 CityBus is completing a renovation of the administration facilities at 1250 Canal Rd. which include additional office space for operations staff. New furniture is needed for the renovated work areas.

	<u>Federal Share</u>	<u>Local Share</u>	<u>Total Cost</u>
Replacement Tires	56,000	14,000	70,000
Bus Overhauls: Engines	24,400	6,100	35,500
Bus Overhauls: Transmissions	64,000	16,000	80,000
Bus Rebuild Components	22,400	5,600	28,000
Computer Hardware & Software	83,200	20,800	104,000
Paratransit Bus	65,266	16,317	81,583
Support Vehicle	32,000	8,000	40,000
Bus Replacement	1,380,000	345,000	1,725,000
Coin Counter for Vault Room	6,400	1,600	8,000
Security Cameras for Vehicles	28,000	7,000	35,000
Office Furniture	6,400	1,600	8,000
Rehab Facility	80,000	20,000	100,000
Solar Wayside Signage	70,400	17,600	88,000
Mobile Phone App	8,000	2,000	10,000
<b>TOTAL</b>	<b>1,924,466</b>	<b>481,617</b>	<b>2,408,083</b>

STRATEGIC PLANNING, \$60,000

Des #1700412

CityBus will look to the future through the development of a new five-year strategic plan. Work will include conducting needs analysis, review of leadership's aspirations for CityBus, articulating our mission for the next five years, understand our strengths, weaknesses, opportunities and threats, establish long-term goals and yearly objectives, and developing specific actions plans (tactics). Part of this process will also involve hiring consulting firms to conduct rider and no-rider surveying throughout the community and a boundary and taxation review and analysis. CityBus will also hold focus groups of business and elected leaders and non-profit organizations. Research will be done on new technology for use in public transit.

SOFTWARE, \$60,000

Des #1800096

CityBus will invest in run-cutting software to increase service efficiency and reduce redundancy.

PEDESTRIAN AND BICYCLE DETECTION SYSTEM, \$60,000

Des #1801629

CityBus will purchase and install a detection system on its entire fixed route vehicle fleet. The new system provides an extra measure in preventing vehicle-to-pedestrian and vehicle-to-bicycle incidents.

## Appendix 10, Performance Measures Adoption Letters

THE

*Area Plan Commission*

of TIPPECANOE COUNTY

20 NORTH 3RD STREET  
LAFAYETTE, INDIANA 47901-1209

(765) 423-9242  
(765) 423-9154 [FAX]  
[www.tippecanoe.in.gov/apc](http://www.tippecanoe.in.gov/apc)

SALLIE DELL FAHEY  
EXECUTIVE DIRECTOR

October 3, 2018  
Ref. No. 2018-276

Mr. Louis Feagans, Statewide Technical Services Director  
Mr. Roy Nunnally, Director Long Range Planning, Modeling and Traffic Statistics  
Mr. Mike Holowaty, Manager of Traffic Safety  
Indiana Department of Transportation  
100 Senate Street N755  
Indianapolis, IN 46204

### RE: 2019 Safety Target Performance Measures

Dear Gentlemen,

The Area Plan Commission of Tippecanoe County (APCTC) has elected to plan and program projects so that they contribute towards the accomplishment of the Indiana Department of Transportation's 2019 safety targets for the performance measures listed below.

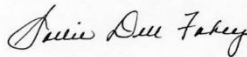
- 1) Number of fatalities
- 2) Rate of fatalities per 100 million miles traveled
- 3) Number of serious injuries
- 4) Rate of serious injuries per 100 million miles traveled
- 5) Number of non-motorized fatalities and non-motorized serious injuries

The APCTC agrees to support the 2019 targets established by the Indiana Department of Transportation as reported to the National Highway Traffic Safety Administration and Federal Highway Administration. The 2019 safety targets based on five-year rolling averages are:

Number of fatalities – 889.6 or less  
Rate of fatalities per 100 million miles traveled – 1.087 or less  
Number of serious injuries – 3,501.9 or less  
Rate of serious injuries per 100 million miles traveled – 4.234 or less  
Number of non-motorist fatalities and serious injuries – 393.6 or less

APCTC will support the safety targets by incorporating planning activities, programs and projects in the Metropolitan Transportation Plan and Transportation Improvement Program. The MPO Policy Board approved this action at its regularly scheduled meeting on October 11, 2018. The minutes of that meeting will be available upon request and on our website after November 8, 2018.

Sincerely,



Sallie Dell Fahey, Executive Director  
Area Plan Commission of Tippecanoe County

Planning for Lafayette, West Lafayette, Dayton, Battle Ground, Clarks Hill and Tippecanoe County

THE

# Area Plan Commission

of TIPPECANOE COUNTY

20 NORTH 3RD STREET  
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SALLIE DELL FAHEY  
EXECUTIVE DIRECTOR

October 3, 2018  
Ref. No. 2018-271

Mr. Louis Feagans, Statewide Technical Services Director  
Mr. Roy Nunnally, Director Long Range Planning, Modeling and Traffic Statistics  
Indiana Department of Transportation  
100 Senate Street N755  
Indianapolis, IN 46204

## **RE: Pavement Condition Target Performance Measures**

Dear Gentlemen,

The Area Plan Commission of Tippecanoe County (APCTC) has elected to support the state toward the accomplishment of the Indiana Department of Transportation's 2019 and 2021 statewide pavement condition targets for the performance measures listed below. All NHS routes – interstate and non-interstate – in the Lafayette MPA are under the jurisdiction of INDOT, thus there are no local projects that can contribute to NHS pavement condition.

- 1) Percent of Interstate pavements in Good condition
- 2) Percent of Interstate pavements in Poor condition
- 3) Percent of non-Interstate NHS pavements in Good condition
- 4) Percent of non-Interstate NHS pavements in Poor condition

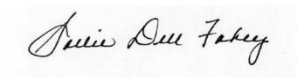
The APCTC agrees to support the 2019 and 2021 statewide pavement targets established by the Indiana Department of Transportation that will be reported to the Federal Highway Administration. The 2019 and 2021 statewide pavement condition targets based on a certified Transportation Asset Management Plan are:

2019 Percent of Interstate pavements in Good condition – 84.24%  
2019 Percent of Interstate pavements in Poor condition – 0.80%  
2019 Percent of non-Interstate NHS pavements in Good condition – 78.71%  
2019 Percent of non-Interstate NHS pavements in Poor condition – 3.10%  
2021 Percent of Interstate pavements in Good condition – 84.24%  
2021 Percent of Interstate pavements in Poor condition – 0.80%  
2021 Percent of non-Interstate NHS pavements in Good condition – 78.71%  
2021 Percent of non-Interstate NHS pavements in Poor condition – 3.10%



APCTC will support the pavement condition targets by asking INDOT to include the MPO in early coordination and scoping of NHS pavement planning activities, programs and projects within the MPA. The MPO Policy Board approved this action at its regularly scheduled meeting on October 11, 2018. The approved minutes of that meeting will be available upon request and on our website after November 8, 2018.

Sincerely,

A handwritten signature in cursive script, reading "Sallie Dell Fahey". The signature is written in dark ink on a light-colored, slightly textured background.

Sallie Dell Fahey, Executive Director  
Area Plan Commission of Tippecanoe County

THE

# Area Plan Commission

of TIPPECANOE COUNTY

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SALLIE DELL FAHEY  
EXECUTIVE DIRECTOR

October 3, 2018  
Ref. No. 2018-273

Mr. Louis Feagans, Statewide Technical Services Director  
Mr. Roy Nunnally, Director Long Range Planning, Modeling and Traffic Statistics  
Indiana Department of Transportation  
100 Senate Street N755  
Indianapolis, IN 46204

## **RE: NHS Travel Time Reliability Target Performance Measures**

Dear Gentlemen,

The Area Plan Commission of Tippecanoe County (APCTC) has elected to support the state toward the accomplishment of the Indiana Department of Transportation's 2019 and 2021 statewide NHS travel time reliability targets for the performance measures listed below. All NHS interstate and non-interstate routes in the Lafayette MPA are under the jurisdiction of INDOT, thus there are no local projects that can contribute to NHS travel time reliability.

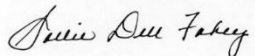
- 1) Level of Travel Time Reliability on Interstate
- 2) Level of Travel Time Reliability on non-Interstate NHS

The APCTC agrees to support the 2019 and 2021 statewide NHS travel time reliability targets established by the Indiana Department of Transportation that will be reported to the Federal Highway Administration. The 2019 and 2021 statewide NHS travel time reliability targets based on a certified Transportation Asset Management Plan are:

- 2019 Percent of person miles reliable on Interstate – 90.5%
- 2021 Percent of person miles reliable on Interstate – 92.8%
- 2021 Percent of person miles reliable on non-Interstate – 89.8%

APCTC will support the NHS travel time reliability targets by asking INDOT to include the MPO in early coordination and scoping of NHS reliability planning activities, programs and projects within the MPA. The MPO Policy Board approved this action at its regularly scheduled meeting on October 11, 2018. The approved minutes of that meeting will be available upon request and on our website after November 8, 2018.

Sincerely,



Sallie Dell Fahey, Executive Director  
Area Plan Commission of Tippecanoe County

THE

# Area Plan Commission

of TIPPECANOE COUNTY

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SALLIE DELL FAHEY  
EXECUTIVE DIRECTOR

October 3, 2018  
Ref. No. 2018-274

Mr. Louis Feagans, Statewide Technical Services Director  
Mr. Roy Nunnally, Director Long Range Planning, Modeling and Traffic Statistics  
Indiana Department of Transportation  
100 Senate Street N755  
Indianapolis, IN 46204

**RE: Interstate Freight Reliability Target Performance Measure**

Dear Gentlemen,

The Area Plan Commission of Tippecanoe County (APCTC) has elected to support the state toward the accomplishment of the Indiana Department of Transportation's 2019 and 2021 statewide Interstate freight reliability targets for the performance measures listed below. All NHS interstate and non-interstate routes in the Lafayette MPA are under the jurisdiction of INDOT, thus there are no local projects that can contribute to NHS travel time reliability.

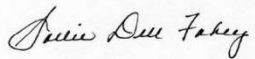
1) Truck Travel Time Reliability on Interstate

The APCTC agrees to support the 2019 and 2021 statewide Interstate freight reliability targets established by the Indiana Department of Transportation that will be reported to the Federal Highway Administration. The 2019 and 2021 statewide Interstate freight reliability targets based on a certified Transportation Asset Management Plan are:

2019 Truck travel time reliability index – 1.27  
2021 Truck travel time reliability index – 1.24

APCTC will support the Interstate freight reliability targets by asking INDOT to include the MPO in early coordination and scoping of NHS truck travel time reliability planning activities, programs and projects within the MPA. The MPO Policy Board approved this action at its regularly scheduled meeting on October 11, 2018. The approved minutes of that meeting will be available upon request and on our website after November 8, 2018.

Sincerely,



Sallie Dell Fahey, Executive Director  
Area Plan Commission of Tippecanoe County

THE

# Area Plan Commission

of TIPPECANOE COUNTY

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SALLIE DELL FAHEY  
EXECUTIVE DIRECTOR

October 3, 2018  
Ref. No. 2018-275

Mr. Louis Feagans, Statewide Technical Services Director  
Mr. Roy Nunnally, Director Long Range Planning, Modeling and Traffic Statistics  
Indiana Department of Transportation  
100 Senate Street N755  
Indianapolis, IN 46204

**RE: On-Road Mobile Source Emission Target Performance Measures**

Dear Gentlemen,

Although the Lafayette MPO is an attainment area and this performance measure does not apply, the Area Plan Commission of Tippecanoe County (APCTC) has elected to plan and program projects so that they contribute towards the accomplishment of the Indiana Department of Transportation's 2019 and 2021 statewide on-road mobile source emissions targets for the performance measures listed below.

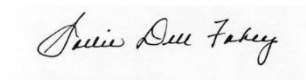
- 1) CMAQ project reduction volatile organic compounds (VOC)
- 2) CMAQ project reduction carbon monoxide (CO)
- 3) CMAQ project reduction oxides of nitrogen (NO<sub>x</sub>)
- 4) CMAQ project reduction particulate matter less than 10 microns (PM<sub>10</sub>)
- 5) CMAQ project reduction particulate matter less than 2.5 microns (PM<sub>2.5</sub>)

The APCTC agrees to support the 2019 and 2021 statewide on-road mobile source emissions targets established by the Indiana Department of Transportation that will be reported to the Federal Highway Administration. The 2019 and 2021 statewide on-road mobile source emissions targets based on a certified Transportation Asset Management Plan are:

2019 Volatile organic compounds reduction of 1,600 kilograms per day  
2019 Carbon Monoxide reduction of 200 kilograms per day  
2019 Oxides of nitrogen reduction of 1,600 kilograms per day  
2019 Particulate matter less than 10 microns reduction of 0.30 kilograms per day  
2019 Particulate matter less than 2.5 microns reduction of 20 kilograms per day  
2021 Volatile organic compounds reduction of 2,600 kilograms per day  
2021 Carbon Monoxide reduction of 400 kilograms per day  
2021 Oxides of nitrogen reduction of 2,200 kilograms per day  
2021 Particulate matter less than 10 microns reduction of 0.50 kilograms per day  
2021 Particulate matter less than 2.5 microns reduction of 30 kilograms per day

Because the MPO is an attainment area, APCTC will support the statewide targets and we will continue our efforts to maintain our attainment status by programming intersection improvements, roundabouts, sidewalks, trails and other projects in the Metropolitan Transportation Plan and the Transportation Improvement Program that serve to reduce statewide on-road mobile source emissions. The MPO Policy Board approved this action at its regularly scheduled meeting on October 11, 2018. The approved minutes of that meeting will be available upon request and on our website after November 8, 2018.

Sincerely,

A handwritten signature in cursive script, reading "Sallie Dell Fahey". The signature is written in dark ink on a light-colored, slightly textured background.

Sallie Dell Fahey, Executive Director  
Area Plan Commission of Tippecanoe County

## Appendix 11, Public Notices

*December 12, 2018*

### **Funding Transportation Projects Public Notice**

The staff of the Area Plan Commission (APC) is developing the Fiscal Year 2020–2024 Transportation Improvement Program (TIP) for the Lafayette, West Lafayette, and Tippecanoe County area. This posting notifies the general public that a TIP is being developed, requests comments and invites questions concerning its contents.

The TIP lists all local and state transportation projects proposed within Tippecanoe County over the next five years. This includes projects sponsored by Lafayette, West Lafayette, Tippecanoe County, Clarks Hill, Dayton, Battle Ground, CityBus, the Purdue University Airport and INDOT.

Greater Lafayette Public Transportation Corporation ("CityBus") is seeking financial assistance from the Federal Transit Administration (FTA) of the United States Department of Transportation under the Federal Transit Act of 1964, as amended, and related statutes. This notice of public involvement activities and timelines established for public review of and comments on the TIP will satisfy the Program of Projects requirements. The proposed program will be the final program unless amended and a final notice is published.

Since our area receives a limited amount of federal funds, the Technical Transportation Committee will review, discuss and prioritize proposed projects at its January 16, 2019, meeting, at 2:00 p.m. in the Lafayette City Hall, second floor conference room. A copy of the proposed projects is available upon request.

After the January meeting, the Area Plan Commission staff will develop the draft TIP. When complete, the draft TIP will then be reviewed by the Technical Transportation and Citizen Participation Committees before review and adoption by the Policy Board. All meetings are open to the public; we encourage your participation.

All available project information can be viewed in the office of the Area Plan Commission of Tippecanoe County at 20 North 3<sup>rd</sup> Street, Lafayette Indiana, and at [www.tippecanoe.in.gov/apc](http://www.tippecanoe.in.gov/apc), on the Transportation Planning page. If you have any questions or comments pertaining to the TIP, please direct them to:

Doug Poad  
Senior Planner - Transportation  
Area Plan Commission of Tippecanoe County  
20 North 3rd St.  
Lafayette, IN 47901  
(765) 423-9242  
email: [dpoad@tippecanoe.in.gov](mailto:dpoad@tippecanoe.in.gov)

Reference Number: 2018-329

Diciembre 12, 2018

## **Financiación de Proyectos de Transporte Aviso Público**

El personal del Comité de Planificación Regional (APC siglas en inglés) está desarrollando un Programa de Mejoras de Transporte (TIP siglas en inglés) para el año fiscal 2020 – 2024 que comprende el área de Lafayette, West Lafayette y el Condado de Tippecanoe. Esta publicación notifica al público en general que un TIP se está elaborando, y por esto, se solicitan comentarios y se les invita a hacer preguntas sobre su contenido.

TIP ha realizado una lista de todos los proyectos de transporte locales y estatales propuestos dentro del Condado de Tippecanoe para los próximos cinco años. En esta lista se incluyen los proyectos patrocinados por Lafayette, West Lafayette, el Condado de Tippecanoe, Clarks Hill, Dayton, Battle Ground, CityBus, el aeropuerto de la universidad de Purdue e INDOT.

La Corporación de Transporte Público del Sector de Lafayette ("CityBus") está en búsqueda de ayuda financiera de la Administración Federal de Tránsito (FTA siglas en inglés) del Departamento de Transporte de los Estados Unidos bajo la Ley Federal de Tránsito de 1964, en su versión enmendada y estatutos relacionados. Este comunicado de actividades de participación pública, horas establecidas para su revisión, y comentarios sobre TIP satisface los requisitos de los proyectos del programa. El programa presentado será el último programa a menos que se modifique y se publique un aviso final.

Puesto que nuestra área recibe una cantidad limitada de fondos federales, el Comité de Transporte Técnico revisará, discutirá y priorizará los proyectos propuestos en su reunión del 16 de enero de 2019 a las 2:00 p.m. en el Ayuntamiento de Lafayette (City Hall), en la sala de conferencias en el segundo piso. Una copia de los proyectos propuestos estará disponible bajo petición.

Después de la reunión de enero, el personal del Comité de Planificación Regional desarrollará el borrador del proyecto TIP. Cuando el borrador del proyecto TIP se finalice, será revisado por el Comité de Transporte Técnico y el Comité de Participación Ciudadana antes de ser examinado y adoptado por la Junta Directiva. Todas las reuniones están abiertas al público y animamos su participación.

Toda la información disponible del proyecto se puede ver en la oficina del Comité de Planificación Regional del Condado de Tippecanoe localizada en 20 North 3rd Street, Lafayette Indiana, y en [www.tippecanoe.in.gov/apc](http://www.tippecanoe.in.gov/apc), en la página de Planificación de Transporte. Si tiene preguntas o comentarios relacionados con el TIP, por favor diríjalos al señor:

Doug Poad  
Planificador Superior de Transporte  
Comité de Planificación Regional del Condado de Tippecanoe

20 North 3rd St.  
Lafayette, IN 47901  
(765) 423-9242  
Correo Electrónico: [dpoad@tippecanoe.in.gov](mailto:dpoad@tippecanoe.in.gov)

Número de referencia: 2018-329



*February 27, 2019*

## **Transportation Improvement Program Funding Transportation Projects Public Notice**

The staff of the Area Plan Commission (APC) is developing the Fiscal Year 2020–2024 Transportation Improvement Program (TIP) for the Lafayette, West Lafayette, and Tippecanoe County area. This posting invites citizens to a public meeting to review, provide comments and ask questions about the document and the projects being included for funding.

The draft document will be presented at the Citizen Participation Committee (CPC) meeting on March 13, 2019, at 5:45 p.m., in the Grand Prairie Room, Tippecanoe County Office Building.

The document lists local road, state highway, transit, bicycle, and pedestrian projects proposed within Tippecanoe County over the next five years. Since the Lafayette, West Lafayette, and Tippecanoe County area receives a limited amount of federal funds, a prioritized list of proposed projects was developed. The TIP includes a discussion of Complete Streets, Environmental Justice, the Financial Summary and Plan, and a project status report.

Greater Lafayette Public Transportation Corporation ("CityBus") is seeking financial assistance from the Federal Transit Administration (FTA) of the United States Department of Transportation under the Federal Transit Act of 1964, as amended, and related statutes. This notice of public involvement activities and timeline established for public review of and comments on the TIP satisfies the FTA's Program of Projects requirements. The proposed program will be the final program unless amended and a final notice is published.

All available information, including the draft document, can be viewed in the office of the Area Plan Commission of Tippecanoe County at 20 North 3<sup>rd</sup> Street, Lafayette Indiana, and on the Transportation Improvement Program web page which can be accessed at: <http://www.tippecanoe.in.gov/401/Transportation-Planning>.

If you have any questions or comments pertaining to the TIP, please direct them to:

Doug Poad  
Senior Planner - Transportation  
(765) 423-9242  
email: [dpoad@tippecanoe.in.gov](mailto:dpoad@tippecanoe.in.gov)

Reference Number: 2019-030



February 27, 2019

## **Programa de Mejoras de Transporte Financiación de Proyectos de Transporte Aviso Público**

El personal del Comité de Planificación Regional (APC siglas en inglés) ha desarrollado un Programa de Mejoras de Transporte (TIP siglas en inglés) para el año fiscal 2020-2024 que comprende el área de Lafayette, West Lafayette y el Condado de Tippecanoe. Este comunicado invita a los ciudadanos a una junta pública para revisar, formular observaciones y hacer preguntas sobre el documento y los proyectos que se incluyen para la financiación.

El borrador de este documento será presentado en la Junta del Comité de Participación Ciudadana (CPC siglas en inglés) el 13 de marzo de 2019 a las 5:45 p.m. en la sala "Grand Prairie", del Edificio del Condado de Tippecanoe.

Este documento señala las propuestas de los proyectos dentro del Condado de Tippecanoe sobre calles locales, carreteras estatales, tránsito, bicicletas y peatones para los próximos cinco años. Ya que el área de Lafayette, West Lafayette y el Condado de Tippecanoe recibe una cantidad limitada de fondos federales, se ha preparado una lista para dar prioridad a los proyectos presentados. El Programa de Mejoras de Transporte (TIP siglas en inglés) incluye una exposición de Calles Completas, Justicia Medioambiental, la Planificación, el Resumen Financiero y un informe actualizado del proyecto.

La Corporación de Transporte Público del Sector de Lafayette ("CityBus") está en búsqueda de ayuda financiera de la Administración Federal de Tránsito (FTA siglas en inglés) del Departamento de Transporte de los Estados Unidos bajo la Ley Federal de Tránsito de 1964, como leyes relacionadas y enmendadas. Este comunicado de actividades de participación pública y tiempo establecido para la revisión pública y comentarios sobre el Programa de Mejoras de Transporte (TIP) satisface los requisitos para el Programa de Proyectos de la Administración Federal de Tránsito (FTA). El programa presentado será el último programa a menos que se enmiende y se publique un aviso final.

Toda la información disponible, que incluye también el borrador del documento, puede ser vista en la oficina del Comité de Planificación Regional del Condado de Tippecanoe en 20 North 3<sup>rd</sup> Street, Lafayette, Indiana, y en la página web del Programa de Mejoras de Transporte accesible a través de: <http://www.tippecanoe.in.gov/401/Transportation-Planning>.

Si tiene preguntas o comentarios concernientes al Programa de Mejoras de Transporte (TIP), por favor diríjelas al señor:

Doug Poad  
Planificador Principal de Transporte  
(765) 423-9242  
Correo electrónico: [dpoad@tippecanoe.in.gov](mailto:dpoad@tippecanoe.in.gov)

Reference Number: 2019-030

April 24, 2019

## **Transportation Improvement Program Funding Transportation Projects Public Notice**

The staff of the Area Plan Commission (APC) is developing the Fiscal Year 2020-2024 Transportation Improvement Program (TIP) for the Lafayette, West Lafayette, and Tippecanoe County area. This notice is provided as a part of our citizen participation process and invites citizens to review, comment and ask questions about the projects being included for funding.

The draft TIP is now complete and is available for review and comment. The document includes lists of local and state road projects, transit projects, and the community's priorities. It also identifies which transportation projects will receive our local federal transportation funds.

The Greater Lafayette Public Transportation Corporation ("CityBus") is seeking financial assistance from the Federal Transit Administration (FTA) of the United States Department of Transportation under the Federal Transit Act of 1964, as amended and related statutes. This notice of public involvement activities and time established for public review of and comments on the TIP satisfies the Program of Projects requirements. The proposed program will be the final program unless amended and a final notice is published.

On May 9, 2019, at 2:00 p.m., the Policy Board of the Metropolitan Planning Organization for Lafayette, West Lafayette and Tippecanoe County will review and take action on the Fiscal Year 2020-2024 TIP. The Policy Board meets in the Board of Public Works Room in the Lafayette City Hall, 20 North 6<sup>th</sup> Street, Lafayette Indiana. The building and room are handicapped accessible. The hearing may be continued from time to time as necessary.

All available information, including the draft TIP, can be viewed in the office of the Area Plan Commission of Tippecanoe County at 20 North 3<sup>rd</sup> Street, Lafayette Indiana, and on the Transportation Improvement Program web page which can be accessed at: <http://www.tippecanoe.in.gov/679/Transportation-Improvement-Program>. If you have any questions or comments pertaining to the TIP, please direct them to:

Doug Poad  
Senior Planner - Transportation  
(765) 423-9242  
Fax: (765) 423-9154  
email: [dpoad@tippecanoe.in.gov](mailto:dpoad@tippecanoe.in.gov)



Reference Number: 2019-085



Abril 24, 2019

## **Programa de Mejoras de Transporte Financiación de Proyectos de Transporte Aviso Público**

El personal del Comité de Planificación Regional (APC siglas en inglés) está desarrollando un Programa de Mejoras de Transporte (TIP siglas en inglés) para el año fiscal 2020-2024 que comprende el área de Lafayette, West Lafayette y el Condado de Tippecanoe. Este comunicado se presenta como parte del proceso de participación pública e invita a los ciudadanos a una junta para revisar el documento, formular algunas observaciones y plantear sus preguntas sobre los proyectos incluidos para la financiación.

El borrador de este documento ya está terminado y disponible para su revisión y comentarios. Adjunto a este documento están las listas de proyectos de calles locales y carreteras estatales, proyectos de tránsito, y las prioridades de la comunidad. En éste también se identifican qué proyectos de transporte recibirán nuestros fondos federales y locales para transporte.

La Corporación de Transporte Público del Sector de Lafayette ("CityBus") está en búsqueda de ayuda financiera de la Administración Federal de Tránsito (FTA siglas en inglés) del Departamento de Transporte de los Estados Unidos bajo la Ley Federal de Tránsito de 1964, en las leyes relacionadas y enmendadas. Este comunicado de actividades de participación pública, en el tiempo establecido para la revisión oficial y los comentarios sobre el Programa de Mejoras de Transporte (TIP), satisface los requisitos del Programa. El esquema presentado será el último, a menos que se enmiende y se publique un aviso final.

El 9 de mayo de 2019 a las 2:00 p.m., el Consejo de Políticas de la Organización de Planeación Metropolitana de Lafayette, West Lafayette y el Condado de Tippecanoe, revisará y tomará acción para el Año Fiscal 2020-2024 del TIP. El consejo de Políticas se reúne en el Salón de Juntas de Obras Públicas en Lafayette City Hall, 20 North 6<sup>th</sup> Street, Lafayette, Indiana. El edificio y el salón tienen accesibilidad para todas las personas discapacitadas. Estas sesiones, en ocasiones y si es necesario, podrían ser aplazadas.

Toda la información disponible, que incluye también el borrador del TIP, pueden ser vistos en la oficina del Comité de Planificación Regional del Condado de Tippecanoe en 20 North 3<sup>rd</sup> Street, Lafayette, Indiana, y en la página web del Programa de Mejoras de Transporte accesibles a través de: <http://www.tippecanoe.in.gov/401/Transportation-Planning>. Si tiene preguntas o comentarios concernientes al Programa de Mejoras de Transporte (TIP), por favor diríjelas al señor:

Doug Poad  
Planificador Principal de Transporte  
(765) 423-9242  
Fax: (765) 423-9154  
Correo electrónico:  
[dpoad@tippecanoe.in.gov](mailto:dpoad@tippecanoe.in.gov)



Número de Referencia: 2019-085

## Appendix 12, Legal Notices and Press Release

**Journal and Courier**  
823 Park East Boulevard, Suite C  
Lafayette, IN 47905  
Tippecanoe County, Indiana

**AREA PLAN COMM. OF TIPPECANOE**  
Federal Id: 16-0980985

Account #:LAF-0000002933  
Order #:0003294037  
Total Amount of Claim:\$64.53

AREA PLAN COMM. OF TIPPECANOE  
ATTN Kathy Lind  
20 N 3RD ST  
LAFAYETTE, IN 47901

### PUBLISHER'S AFFIDAVIT

STATE OF WISCONSIN, } SS:  
County Of Brown

Personally appeared before me, a notary public in and for said county and state, the undersigned

I, being duly sworn, say that I am a clerk for **THE LAFAYETTE NEWSPAPERS a JOURNAL and COURIER** newspaper of general circulation printed and published in the English language in the city of **LAFAYETTE** in state of Indiana and county of Tippecanoe, and that the printed matter attached hereto is a true copy, which was duly published in said paper for 1 times., the dates of publication being as follows:

The insertion being on the 12/14/2018

Newspaper has a website and this public notice was posted in the same day as it was published in the newspaper.

Pursuant to the provisions and penalties of Ch. 155, Acts 1953,

I hereby certify that the foregoing account is just and correct, that the amount claimed is legally due, after allowing all just credits, and that no part of the same has been paid.

Kazu Yang

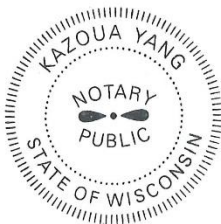
Date: 12-14, 2018 Title: Clerk

Subscribed and sworn to before me this 14 day of December, 2018

Notary Expires:

11/9/22

Kazu Yang  
Notary Public



## PROOF OF PUBLICATION

STATE OF INDIANA )  
COUNTY OF TIPPECANOE )

TIPPECANOE COUNTY AREA PLAN  
20 North 3rd Street  
Lafayette, IN 47901

Legal# 19-079LL/Transpoertation Improvement Program  
Publisher's Fee: \$31.85  
(ATTACH COPY OF AD)

The undersigned, Paige N Wiseman, Legal Advertising Clerk of THE LAFAYETTE LEADER, a weekly newspaper of general circulation, printed in the English language and published in Lafayette, Indiana in said county; does hereby certify that the advertisement attached hereto is a true copy, which was duly published in said paper for :

1 week(s). The first publication was on the 21st  
day of Feb, 2019. The final publication was on the  
21st day of Feb, 2019.

In addition, this Newspaper has a website and this public notice was posted on the same day as it was published in the newspaper.

Dated this 21st day of Feb, 2019.

Paige N Wiseman

**Paige N Wiseman**, Legal Advertising Clerk

CONFIRMATION

# JOURNAL & COURIER

MEDIA GROUP + A GANNETT COMPANY

Classified Advertising  
823 Park East Blvd Suite C  
Lafayette, IN 47905  
765-423-5512

AREA PLAN COMM. OF TIPPECANOE  
20 N 3RD ST  
LAFAYETTE IN 47901-

Account	AD#	Ordered By	Tax Amount	Total Amount	Payment Method	Payment Amount	Amount Due
LAF-0000002933	0003497278	Kathy Lind	\$0.00	\$56.48	Invoice	\$0.00	\$56.48
Sales Rep: kthor		Order Taker: kthor		Order Created		04/10/2019	
Product	Placement	Class	# Ins	Start Date	End Date		
LAF-JCOonline.com	LAFW-Public Notices	Legal Notices	1	04/13/2019	04/13/2019		
LAF-The Journal and Courier	LAF-Public Notices	Legal Notices	1	04/13/2019	04/13/2019		

\* ALL TRANSACTIONS CONSIDERED PAID IN FULL UPON CLEARANCE OF FINANCIAL INSTITUTION

Text of Ad: 04/10/2019

**NOTICE of PUBLIC MEETING to ADOPT the FY 2020 - 2024 TRANSPORTATION IMPROVEMENT PROGRAM for the GREATER LAFAYETTE AREA METROPOLITAN PLANNING ORGANIZATION**

Notice is hereby given that the Policy Board of the Greater Lafayette Area Metropolitan Planning Organization, will hear and discuss comments prior to considering adoption of the Fiscal Year 2020 - 2024 Transportation Improvement Program (TIP) on May 9th, at 2:00 p.m. in the Board of Public Works Room, Lafayette City Hall, 20 North 6th Street, Lafayette, Indiana.

A draft TIP containing the program of projects (both local and state), and other pertinent documentation can be viewed at the offices of the Area Plan Commission at 20 North 3rd Street, Lafayette, Indiana during normal office hours 8:00 a.m. to 4:30 p.m. A copy of the draft TIP is also available on the Transportation Improvement Program web page which can be accessed at <http://www.tippecanoe.in.gov/DocumentCenter/View/22325/2020-TIP-Document-Draft-3-22-19?bidId=>. Comments should be sent to: [dpoad@tippecanoe.in.gov](mailto:dpoad@tippecanoe.in.gov).

The Greater Lafayette Public Transportation Corporation ("City-Bus") is seeking financial assistance from the Federal Transit Administration (FTA) of the United States Department of Transportation under the Federal Transit Act of 1964, as amended, and related statutes. This notice of public involvement activities and time established for public review of and comments on the TIP will satisfy the Program of Projects requirements. The proposed program will be the final program unless amended and a final notice is published. Instead of speaking at the public meeting, written suggestions or objections to the TIP may be filed with the Executive Director of the Area Plan Commission at or before such meetings at the time and place designated. All written comments will be provided to the Policy Board for its consideration and made part of the record.

AREA PLAN COMMISSION OF TIPPECANOE COUNTY, INDIANA  
BY Sallie Dell Fahey, Executive Director

Date Approved: 4-8-19

(LAF - 4/13/19 - 0003497278)

hspaxlp

# Media Release

## For Immediate Release

March 11, 2019

The Area Plan Commission of Tippecanoe County will present the draft Fiscal Year 2020-2024 Transportation Improvement Program at the March 13<sup>th</sup> Citizen Participation Committee meeting. The meeting is an opportunity for citizens to review, comment and ask questions about transportation improvements scheduled in the next four years.

The report lists all local road, state highway, transit, bicycle and pedestrian projects proposed within Tippecanoe County. Since the Lafayette, West Lafayette and Tippecanoe County area receives a limited amount of federal funds, a prioritized list of projects was developed. The list is based on the Five Year Production Schedule. The TIP also includes a discussion of Complete Streets, Environmental Justice, a Financial Summary and Plan and a project status report.

The draft document can be viewed in the office of the Area Plan Commission of Tippecanoe County at 20 North 3<sup>rd</sup> Street, Lafayette, Indiana, and on the Transportation Improvement Program web page which can be accessed at: <http://www.tippecanoe.in.gov/401/Transportation-Planning>.

## Meeting details:

When: 5:45 pm, March 13, 2019

Where: Grand Prairie Room in the Tippecanoe County Office Building

## For addition information, contact:

Doug Poad  
Senior Planner – Transportation  
Area Plan Commission of Tippecanoe County  
20 North 3<sup>rd</sup> Street  
Lafayette, IN  
(765) 423-9242  
dpoad@tippecanoe.in.gov



## Appendix 13, Contact Letters

THE *Area Plan Commission*  
of TIPPECANOE COUNTY

20 NORTH 3RD STREET  
LAFAYETTE, INDIANA 47901-1209

(765) 423-9242  
(765) 423-9154 [FAX]  
[www.tippecanoe.in.gov/apc](http://www.tippecanoe.in.gov/apc)

SALLIE DELL FAHEY  
EXECUTIVE DIRECTOR

December 12, 2018  
Ref. No. 2018-337

Amanda Florian, Owner  
Lafayette Limo  
2525 Klondike Rd  
West Lafayette, IN 47906

Dear Ms. Florian,

The staff of the Area Plan Commission of Tippecanoe County is developing the FY 2020-2024 Transportation Improvement Program (TIP) for Tippecanoe County. By this letter, we invite you to seek information, ask questions, make comments and express concerns or support regarding the content and development of this document.

As in previous TIPs, the document lists all local and state transportation projects proposed within Tippecanoe County over the next five years. This includes projects that will use federal transportation funds, projects that are consistent with the 2045 Metropolitan Transportation Plan – The Future of Mobility, and other significant regional projects. At this time staff is compiling the lists of projects proposed by the state, cities, towns and county.

The Greater Lafayette Public Transportation Corporation ("CityBus") is seeking financial assistance from the Federal Transit Administration (FTA) of the United States Department of Transportation under the Federal Transit Act of 1964, as amended, and related statutes. This notice of public involvement activities and timeline established for public review of and comments on the TIP will satisfy the Program of Projects requirements. The proposed program will be the final program unless amended and a final notice is published.

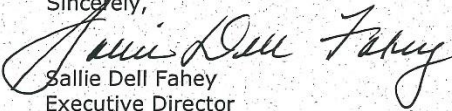
Since our area receives a limited amount of federal funds, the Technical Transportation Committee will review, discuss and prioritize proposed projects at its January 16, 2019, meeting, at 2:00 p.m. in the Lafayette City Hall second floor conference room. A copy of the proposed projects is available upon request.

After the January meeting, the Area Plan Commission staff will develop the draft TIP. When complete, the draft TIP will then be reviewed by the Technical Transportation and Citizen Participation before review and adoption by the Policy Board. You will receive separate notification of the date and time of the Policy Board meeting. All meetings are open to the public; we encourage your participation.

If you have questions or comments pertaining to development of the TIP, please direct them to:

Doug Poad, Senior Planner - Transportation  
Area Plan Commission of Tippecanoe County  
20 North 3rd St.  
Lafayette, IN 47901  
(765) 423-9242,  
email: [dpoad@tippecanoe.in.gov](mailto:dpoad@tippecanoe.in.gov)

Sincerely,

  
Sallie Dell Fahey  
Executive Director

Planning for Lafayette, West Lafayette, Dayton, Battle Ground, Clarks Hill and Tippecanoe County



THE

# Area Plan Commission

of TIPPECANOE COUNTY

20 NORTH 3RD STREET  
LAFAYETTE, INDIANA 47901-1209

(765) 423-9242  
(765) 423-9154 [FAX]  
[www.tippecanoe.in.gov/apc](http://www.tippecanoe.in.gov/apc)

SALLIE DELL FAHEY  
EXECUTIVE DIRECTOR

February 27, 2019  
Ref. No. 2019-031

Bill Glick, Executive Director  
Tippecanoe Senior Center  
2000 Elmwood  
Lafayette, IN 47904

Dear Mr. Glick:

Development of the FY 2020-2024 Transportation Improvement Program (TIP) for Tippecanoe County continues and we would like to invite you to a public meeting regarding the draft document. It will be presented at the Citizen Participation Committee meeting on March 13, at 5:45 p.m., in the Grand Prairie Room, Tippecanoe County Office Building. The meeting is open to the public and your comments are welcomed and encouraged.

The document lists local road, state highway, transit, bicycle and pedestrian projects proposed within Tippecanoe County over the next five years. Since the Lafayette, West Lafayette and Tippecanoe County area receives a limited amount of federal funds, a prioritized list of projects was developed. The draft document will be presented at the meeting. The TIP includes a discussion of Complete Streets, Environmental Justice, the Financial Summary and Plan and a project status report.

Greater Lafayette Public Transportation Corporation ("CityBus") is seeking financial assistance from the Federal Transit Administration (FTA) of the United States Department of Transportation under the Federal Transit Act of 1964, as amended, and related statutes. This notice of public involvement activities and timeline established for public review of and comments on the TIP satisfies FTA's Program of Projects requirements. The proposed program will be the final program unless amended and a final notice is published.

All available information, including the draft document, can be viewed in the office of the Area Plan Commission of Tippecanoe County at 20 North 3<sup>rd</sup> Street, Lafayette Indiana, and on the Transportation Improvement Program web page which can be accessed at <http://www.tippecanoe.in.gov/401/Transportation-Planning>. If you have any questions or comments pertaining to the TIP, please direct them to:

Doug Poad, Senior Planner - Transportation  
Area Plan Commission of Tippecanoe County  
(765) 423-9242  
email: [dpoad@tippecanoe.in.gov](mailto:dpoad@tippecanoe.in.gov)

Sincerely,

  
Sallie Dell Fahey  
Executive Director



THE

# Area Plan Commission

of TIPPECANOE COUNTY

20 NORTH 3RD STREET  
LAFAYETTE, INDIANA 47901-1209

(765) 423-9242  
(765) 423-9154 [FAX]  
[www.tippecanoe.in.gov/apc](http://www.tippecanoe.in.gov/apc)

SALLIE DELL FAHEY  
EXECUTIVE DIRECTOR

April 24, 2019  
Ref. No. 2019-087

Bob Fox, President  
Fox Hauling and Conveying  
2887 SR 25N  
Lafayette IN, 47905

Dear Mr. Fox:

The Fiscal Year 2020-2024 Transportation Improvement Program (TIP) for the Lafayette, West Lafayette, and the Tippecanoe County area is nearing completion and we would like to provide you this brief status report.

All local government agencies, as well as the Indiana Department of Transportation, submitted their lists of transportation projects. The Technical Transportation Committee reviewed the requests for funding using our local federal transportation funds and developed a prioritized project list. The draft document has been completed and is available for your review and comment. If you would like a paper copy mailed to you, please call. Otherwise, the draft document can be viewed and downloaded from the Transportation Improvement Program web page which can be accessed at: <http://www.tippecanoe.in.gov/679/Transportation-Improvement-Program>.

The Greater Lafayette Public Transportation Corporation ("CityBus") is seeking financial assistance from the Federal Transit Administration (FTA) of the United States Department of Transportation under the Federal Transit Act of 1964, as amended, and related statutes. This notice of public involvement activities and time established for public review of and comments on the TIP satisfies the Program of Projects requirements. The proposed program will be the final program unless amended and a final notice is published.

On May 9, 2019, at 2:00 p.m., the Policy Board of the Metropolitan Planning Organization will review and take action on the TIP. The Board meets in the Board of Public Works Room in the Lafayette City Hall, 20 North 6<sup>th</sup> Street, Lafayette, Indiana. The meeting is open to the public and I welcome your attendance and comments either prior to or at the meeting.

If you have any questions or comments, please contact:

Doug Poad, Senior Planner - Transportation  
(765) 423-9242, or Fax: (765) 423-9154

Sincerely,

  
Sallie Dell Fahey  
Executive Director

Planning for Lafayette, West Lafayette, Dayton, Battle Ground, Clarks Hill and Tippecanoe County

## Appendix 14, CPC Agendas

### *AREA PLAN COMMISSION*

OF TIPPECANOE COUNTY

20 North 3<sup>rd</sup> Street  
Lafayette, IN 47901-1209

(765) 423-9242  
(765) 423-9154 [fax]

Sallie Dell Fahey  
Executive Director

#### PUBLIC HEARING NOTICE

of the

#### CITIZEN PARTICIPATION COMMITTEE

DATE.....December 12, 2018  
TIME.....5:45 PM  
PLACE.....Grand Prairie Room  
County Office Building  
20 North 3<sup>rd</sup> Street  
Lafayette, IN

#### AGENDA

- A. Approval of the minutes from the September 12, 2018 meeting
- B. Feedback and Discussion from Previous Meeting
  - Annual Listing of Obligated Projects, FY 2018
  - Title VI Plan
- C. Program
  - Wind Turbine Discussion
  - FY 2020-FY 2021 Transportation Improvement Program
- D. Questions, Comments and Suggestions
- E. Adjournment

Planning for Lafayette, West Lafayette, Dayton, Battle Ground, Clarks Hill and Tippecanoe County

The  
AREA PLAN COMMISSION  
of Tippecanoe County

**Citizens Participation Meeting**

Date.....March 13, 2019  
Time.....5:45 PM  
Place.....Grand Prairie Room  
County Office Building  
20 North 3rd Street  
Lafayette, Indiana

**AGENDA**

**I. APPROVAL OF THE MINUTES FROM THE DECEMBER 12, 2019 MEETING**

**Documents:**

CPC Draft Minutes 12.12.18.pdf

**II. FEEDBACK AND DISCUSSION FROM PREVIOUS MEETING**

- Wind Turbine Discussion

**III. PROGRAM**

- Public Hearing: FY 2020-FY 2024 Transportation Improvement Program  
Draft FY 2020-2024 TIP

**IV. QUESTIONS, COMMENTS AND SUGGESTIONS**

**V. ADJOURNMENT**

- Next meeting is June 12, 2019

Planning for Lafayette, West Lafayette, Dayton, Battle Ground, Clarks Hill and Tippecanoe County

## Appendix 15, Stakeholder Mailing List

Name	Organization
Al Ballantini	Venture Logistics
Amanda Estes	Bicycle Lafayette
Amanda Florian	Lafayette Limo
Arturo Rodrigues II	Rodriguez Law
Bill Glick	The Center at Jenks Rest
Bill Pate	Pate Trucking
Bob Fox	Fox Hauling Conveying
Brenda Mundell	Vinton Highlands
Bret Dunlap	Norfolk Southern
Brian Edelman	Purdue Research Foundation
British Cooksey	Foodliner Quest
Bruce Rush	Fed Ex Freight
Bud Spurlock	Spurlock Bud Enterprise Inc
Carina Olaru	Latino Cultural Center
Cheryl Parker	Edgelea Neighborhood Watch
Chris Brock	Necessitates Transportation
Chris Mankovich	Precision Motor Transport Group
Chuck Ryan	CSX Railroad
Cindy Good	Vinton Highlands
Curt Ashendel	West Lafayette Bike & Ped Committee
Dane Lagrange	Express Air Coach INC
Darrell Clase	TIP Emergency Ambulance
Dave Ferney	Transport Service Co.
David Meadows	Hodson's Bay Company
Donna Brassie	Columbian Park Neighborhood
Donnie Allen	AMT Trucking Inc
Elaine Brovont	Mid-Land Meals
Elva James	Area IV Agency on Aging and Community Services
Emily Blue	Valley Center Neighborhood
Eric Wilson	Carry Transit
Gail Brock	Ellsworth Romig Neighborhood
Gail Roberson	Tecumseh South Neighborhood
Garnett Powell	McLeod Express
Ivy Meyer	St Mary's Neighborhood
Jason Jordon	Cassens Transport
Jeff Marti	Stockton Crossing
Jerri Parks	Glenn Acres
Jesus De Santiago	Jalisco Grocery
Jim Calloway	Imperial Travel Service
Jim Schuster	Shaffer Trucking
Jim Watson	Schilli Specialized Flatbed Division

Name	Organization
Joey Wright	Lincoln Neighborhood
John Fassnacht	Jesco Hills Neighborhood Association
John Rivera	Latino Center for Wellness & Education
Jon Paddack	Paddack Bros Inc
Jose Del Real	Del Real Auto Sale
Joseph Hapac	Greyhound
Kale Fisher	Spirit EMS
Karen Moyars	International Center
Kate Wright	Wabash River Runners Club
Kathy Peck	Star Ambulance
Kay Stephens	Lafayette Senior Transport and Concierge
Ken McCammon	Centennial Neighborhood
Kim Ketterer	Vinton Woods
Laster Chaney	Magic Cab
Laura Bartrom	St Lawrence-McAllister
Lee Goudy	Homecare by Design
Lee Michaud	Schilli Trans Services Inc
Linda Shaw	Wabash Neighborhood
Lisa Minier	BrightStar
Manuel Gaeta	Manolo Auto Sales
Grane Transportation	Grane Transportation
Michael B Cline	Purdue University Physical Facilities
Michelle Smith	Ability Services Inc
Nathan Metz	Phoenix Paramedics Solutions
Pat Boling	Wabash River Cycle Club
Paul Branham	Reindeer Shuttle
Paul Marsh	Shaffer Trucking
Randy Anderson	St Lawrence-McAllister
Renee Thomas	Black Cultural Center PU
Richard Michal	Purdue Research Foundation
Ritch Winstead	Winstead Enterprise
Rosemarie Evers	Historic Jefferson
Sadie Harper-Scott	NAACP Branch 3056
Sandy Cornell	Brady Lane/Pipers Glen
Scott Skinner	Comfort Keepers
Shelly Opperman	Historic Ninth Street Hill
Tammy Kennedy	Liquid Transport Corp
Tom Derhammer	High Tech Trucking
Tyler Stroo	KB&S Railroad
William Jenkins	Locomotive Taxi
Zoe Neal	Virtuous Cycles

---

TIP Amendment # 1  
June 18, 2019

Requested by APC

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THE

# Area Plan Commission

of TIPPECANOE COUNTY

20 NORTH 3RD STREET  
LAFAYETTE, INDIANA 47901-1209

(765) 423-9242  
(765) 423-9154 [FAX]  
[www.tippecanoe.in.gov/apc](http://www.tippecanoe.in.gov/apc)

SALLIE DELL FAHEY  
EXECUTIVE DIRECTOR

June 18, 2019  
Ref. No.: 2019-151

Larry Buckel, Transit Office Manager  
INDOT Room N955-Transit  
100 North Senate Avenue  
Indianapolis, IN 46204-2249

Dear Larry:

By this letter I am administratively modifying the FY 2020-2024 TIP by adding a CityBus sidewalk improvement, bus shelter, ADA facilities and other transit related infrastructure project. The project will use \$290,266 in FY 2019 STBG funds and the project des number is 1801629.

The TIP document will be updated and then placed on the APC web page. We will notify you when this occurs. Please call if you have any questions or need additional information.

Sincerely,



Sallie Dell Fahey  
Executive Director

cc: Marty Sennett, General Manager  
Susie Kemp, INDOT Crawfordsville Office  
Carla Sheets, INDOT Crawfordsville Office  
Michael McNeal, INDOT Central Office



---

TIP Amendment # 2  
July 11, 2019

Requested by INDOT

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THE

# Area Plan Commission

of TIPPECANOE COUNTY

20 NORTH 3RD STREET  
LAFAYETTE, INDIANA 47901-1209

(765) 423-9242  
(765) 423-9154 [FAX]  
[www.tippecanoe.in.gov/apc](http://www.tippecanoe.in.gov/apc)

SALLIE DELL FAHEY  
EXECUTIVE DIRECTOR

July 11, 2019  
Ref. No.: 2019-179

Marcy Walden, Program Funds Manager  
INDOT Crawfordsville District Office  
41 W 300 North  
Crawfordsville, IN 47933

Dear Ms. Walden:

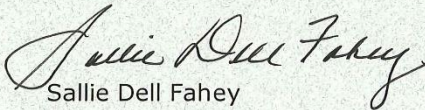
By this letter I am administratively modifying the FY 2020-2024 TIP by adding federal and state funds for preliminary engineering to three INDOT projects. All three are located on I-65 and the construction phase is currently programmed in the document. Here is the detailed information:

Route	Des Number	Fund Type	Federal Amount	State Amount	Total Cost	Year
I-65	1901578	NHPP	9,000	1,000	10,000	2020
I-65	1901580	NHPP	9,000	1,000	10,000	2020
I-65	1901585	NHPP	9,000	1,000	10,000	2020

I am also correcting an error that occurred with the previous amendment request. A district wide asphalt patching project had an incorrect des number of 1901434. The correct number is 1901663.

Please call if you have any questions or need additional information.

Sincerely,



Sallie Dell Fahey  
Executive Director

Attachment

cc: Susie Kemp  
Carla Sheets  
Stephani Vermillion  
Michael McNeil

---

TIP Amendment # 3  
August 30, 2019

Requested by Tippecanoe County

---



THE

# Area Plan Commission

of TIPPECANOE COUNTY

20 NORTH 3RD STREET  
LAFAYETTE, INDIANA 47901-1209

(765) 423-9242  
(765) 423-9154 [FAX]  
[www.tippecanoe.in.gov/apc](http://www.tippecanoe.in.gov/apc)

SALLIE DELL FAHEY  
EXECUTIVE DIRECTOR

August 30, 2019  
Ref. No.: 2019-234

Susie Kemp, Local Program Director  
INDOT Crawfordsville District  
41 West 300 North  
Crawfordsville, IN 47933

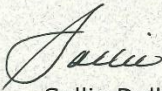
Dear Susie:

By this letter I am administratively modifying the FY 2020-2024 TIP to include the preliminary engineering phase for the Tippecanoe County bridge #64 and #65 replacement projects. The des numbers are 1802905 and 1802907. The total cost of preliminary engineering for both projects is \$214,840 with \$171,872 in Local Bridge Funds as the federal portion. Since there will only be one PE contract for both projects, the federal funds will be listed in the TIP under the #1801905 project and a reference note will be show in the #1802907 project.

This modification also changes the federal funding type listed for the construction phase of both projects. The TIP shows both funded with Group IV funds and the change will now show them as Local Bridge Funds.

Please call if you have any questions or need additional information.

Sincerely,



Sallie Dell Fahey  
Executive Director

cc: Stu Kline  
Carla Sheets

---

TIP Amendment # 4  
September 11, 2019

Requested by Tippecanoe County

---



THE

# Area Plan Commission

of TIPPECANOE COUNTY

20 NORTH 3RD STREET  
LAFAYETTE, INDIANA 47901-1209

(765) 423-9242  
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[www.tippecanoe.in.gov/apc](http://www.tippecanoe.in.gov/apc)

SALLIE DELL FAHEY  
EXECUTIVE DIRECTOR

September 11, 2019  
Ref. No.: 2019-242

Susie Kemp, Local Program Director  
INDOT Crawfordsville District  
41 West 300 North  
Crawfordsville, IN 47933

Dear Susie:

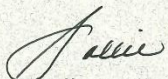
By this letter I am administratively modifying the FY 2020-2024 TIP in which this modification updates the one executed on August 30, 2019. In that modification funding for preliminary engineering for Tippecanoe County's bridge #64 and #65 projects were combined as one. This update separates funding by project des # and dollar amount, and the following table shows the information.

	Bridge #64 Des #1802905	Bridge #65 Des #1802907
Federal Share	124,512	47,360
Local Share	31,128	11,840
Total Cost	155,640	59,200

The type of federal funds, Local Bridge, remains the same.

Please call if you have any questions or need additional information.

Sincerely,



Sallie Dell Fahey  
Executive Director

cc: Stu Kline  
Carla Sheets  
Brett Crutchfield

---

TIP Amendment # 5  
October 10, 2019

Requested by INDOT

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Resolution T-19-10

RESOLUTION TO AMEND THE  
FY 2020-2024 TRANSPORTATION IMPROVEMENT PROGRAM

**WHEREAS**, the Area Plan Commission of Tippecanoe County has been designated the Metropolitan Planning Organization by the Governor, and

**WHEREAS**, it is required that a Transportation Improvement Program be developed that includes all local and state transportation projects for which US Department of Transportation funds are being requested, and

**WHEREAS**, the Indiana Department of Transportation requested changes to the FY 2020-2024 Transportation Improvement Program as follows:

Project & Location	Year	Federal Funding	Phase	Federal Share	State/Local Share	Total Cost
<i>Contract # R-42243, Des #1900333</i>						
SR 26	2020	STBG	PE	88,000	22,000	110,000
Bridge over Goose Creek	2024	STBG	CN	3,617,366	904,342	4,521,708

**WHEREAS**, the Technical Transportation Committee reviewed the requests at its September 18, 2019 meeting and recommended their inclusion in the FY 2020-2024 Transportation Improvement Program.

**NOW THEREFORE BE IT RESOLVED** that the Policy Board of the Metropolitan Planning Organization does hereby adopt these amendments to the FY 2020-2024 Transportation Improvement Program for the MPO Planning Area.

ADOPTED on Thursday the 10<sup>th</sup> of October, 2019.

  
\_\_\_\_\_  
Tony Roswarski  
Chairman

  
\_\_\_\_\_  
Sallie Dell Fahey  
Secretary



THE

# *Area Plan Commission*

of TIPPECANOE COUNTY

20 NORTH 3RD STREET  
LAFAYETTE, INDIANA 47901-1209

(765) 423-9242  
(765) 423-9154 [FAX]  
[www.tippecanoe.in.gov/apc](http://www.tippecanoe.in.gov/apc)

SALLIE DELL FAHEY  
EXECUTIVE DIRECTOR

October 11, 2019  
Ref. No.: 2019-268

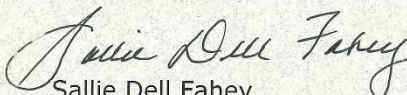
Marcy Walden, Program Funds Manager  
INDOT Crawfordsville District Office  
41 W 300 North  
Crawfordsville, IN 47933

Dear Ms. Walden:

On October 10, 2019, the Policy Board amended the FY 2020-2024 TIP by Resolution T-19-10. The amendment programs the SR 26 Goose Creek bridge project, des #1900333. Details are described in the attached staff report and resolution.

The document will be updated and then placed on the APC web page: [www.tippecanoe.in.gov/APC](http://www.tippecanoe.in.gov/APC). We will notify you when this occurs. Please call if you have any questions or need additional information.

Sincerely,



Sallie Dell Fahey  
Executive Director

cc: Stephani Vermillion, INDOT Central Office  
Susie Kemp, INDOT Crawfordsville Office

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**FY 2020-2024 TIP Amendment  
Indiana Department of Transportation**

**Staff Report  
October 2, 2019**

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**BACKGROUND AND REQUEST:**

The Indiana Department of Transportation requests an amendment to program a new project. The scope involves replacing a small structure with a bridge on SR 26. The small structure is over Goose Creek which is approximately five miles west of US 52/231. Preliminary engineering will begin in FY 2020 at an estimated cost of \$110,000. INDOT plans to use STBG federal funds. Construction is scheduled for FY 2024 with an estimated cost just over \$4.5 million. INDOT will use a combination of STBG federal funds and state funds.

As a point of interest, this small structure was constructed in 1993 as part of SR 26 realignment.

The following tables provide the detailed information for each individual project.

*SR 26, bridge over Goose Creek, 4.98 miles west of US 52/231 (des #1900333)*

*Contract # B-42243*

*Small Structure Replacement*

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	Phase	Year	Federal Funds	Federal	State	Total
New	PE	2020	STBG	88,000	22,000	110,000
New	CN	2024	STBG	3,617,366	904,342	4,521,708

The Technical Transportation Committee reviewed the amendment at its September 18, 2019 meeting and recommended approval.

**RECOMMENDATION:**

Staff recommends approval of this amendment to the FY 2020-2021 TIP by adoption of the attached Resolution T-19-10.

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TIP Amendment # 6  
October 17, 2019

Requested by INDOT

---



THE

# Area Plan Commission

of TIPPECANOE COUNTY

20 NORTH 3RD STREET  
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(765) 423-9242  
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SALLIE DELL FAHEY  
EXECUTIVE DIRECTOR

October 17, 2019  
Ref. No.: 2019-269

Marcy Walden, Program Funds Manager  
INDOT Crawfordsville District Office  
41 W 300 North  
Crawfordsville, IN 47933

Dear Ms. Walden:

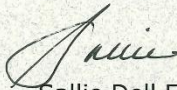
By this letter I am administratively modifying the FY 2020-2024 TIP by adding federal and state funds for preliminary engineering for the traffic signal installation project on SR 26 at CR 900E, des #1800215. This project is programmed in the FY 2020-2024 TIP with construction in FY 2023.

Federal and state funds for preliminary engineering were programmed in the FY 2018-2021 TIP for FY 2019. Since this phase did not begin in that fiscal year, the District Office requested the funds be reprogrammed to FY 2020. Due to the delay, the total cost for PE slightly increased. The specific information for this phase that will be programmed in the TIP is shown below.

Route	Des Number	Fund Type	Federal Amount	State Amount	Total Cost	Year
SR 26	1800215	STBG	\$146,260	\$36,565	\$182,825	2020

Please call if you have any questions or need additional information.

Sincerely,



Sallie Dell Fahey  
Executive Director

cc: Susie Kemp  
Carla Sheets  
Stephani Vermillion  
Michael McNeil

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TIP Amendment # 7  
December 27, 2019

Requested by Tippecanoe County

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THE

# Area Plan Commission

of TIPPECANOE COUNTY

20 NORTH 3RD STREET  
LAFAYETTE, INDIANA 47901-1209

(765) 423-9242  
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[www.tippecanoe.in.gov/apc](http://www.tippecanoe.in.gov/apc)

SALLIE DELL FAHEY  
EXECUTIVE DIRECTOR

December 27, 2019

Ref. No.: 2019-326

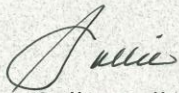
Susie Kemp, Local Program Director  
INDOT Crawfordsville District  
41 West 300 North  
Crawfordsville, IN 47933

Dear Susie:

By this letter I am administratively modifying the FY 2020-2024 TIP. This modification reallocates \$15,067 in FY 2020 STBG funds from the right-of-way phase of the Yeager Road project, des #1401281 to the preliminary engineering phase for compensatory mitigation.

The attached spreadsheet shows the details. Please call if you have any questions or need additional information.

Sincerely,



Sallie Dell Fahey  
Executive Director

attachment

cc Stu Kline, Executive Director  
Carla Sheets, INDOT Crawfordsville District Office  
Ann Bishop, INDOT Crawfordsville District Office  
Justin Sergeant, INDOT Central Office  
Stephani Vermillion, INDOT Central Office

# TIP ADMINISTRATIVE MODIFICATION, DECEMBER 27, 2019

Project	Des Number	Year	Federal Funding	Phase	Before Federal Share	Changes	After Federal Share	After Local Share	After Total Cost	Notes
Park East	1401281, Yeager Road	2020	STBG STBG	RW PE	166,063 0	-15,067 15,067	150,996 15,067	37,749 3,767	188,745 18,834	A portion of the federal funds from the right-of-way phase has been reallocated to the PE phase for compensatory mitigation.



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TIP Amendment # 8  
January 9, 2020

Requested by INDOT

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Resolution T-20-01

RESOLUTION TO AMEND THE  
FY 2020-2024 TRANSPORTATION IMPROVEMENT PROGRAM

**WHEREAS**, the Area Plan Commission of Tippecanoe County has been designated the Metropolitan Planning Organization by the Governor, and

**WHEREAS**, it is required that a Transportation Improvement Program be developed that includes all local and state transportation projects for which US Department of Transportation funds are being requested, and

**WHEREAS**, the Indiana Department of Transportation requested changes to the FY 2020-2024 Transportation Improvement Program as follows:

Project & Location	Year	Federal Funding	Phase	Federal Share	State/Local Share	Total Cost
<i>Contract # T-42602, Des #1902679</i>						
<i>US 52</i>	2020	STBG	PE	200,000	50,000	250,000
<i>Various Intersections</i>	2022	STBG	CN	1,876,958	469,240	2,346,198

**WHEREAS**, the Technical Transportation Committee reviewed the requests at its December 18, 2019 meeting and recommended their inclusion in the FY 2020-2024 Transportation Improvement Program.

**NOW THEREFORE BE IT RESOLVED** that the Policy Board of the Metropolitan Planning Organization does hereby adopt these amendments to the FY 2020-2024 Transportation Improvement Program for the MPO Planning Area.

ADOPTED on Thursday the 9<sup>th</sup> of January, 2020.

  
\_\_\_\_\_  
Tony Roswarski  
Chairman

  
\_\_\_\_\_  
Sallie Dell Fahey  
Secretary

THE

# Area Plan Commission

of TIPPECANOE COUNTY

20 NORTH 3RD STREET  
LAFAYETTE, INDIANA 47901-1209

(765) 423-9242  
(765) 423-9154 [FAX]  
[www.tippecanoe.in.gov/apc](http://www.tippecanoe.in.gov/apc)

SALLIE DELL FAHEY  
EXECUTIVE DIRECTOR

January 10, 2020  
Ref. No.: 2020-011

Marcy Walden, Program Funds Manager  
INDOT Crawfordsville District Office  
41 W 300 North  
Crawfordsville, IN 47933

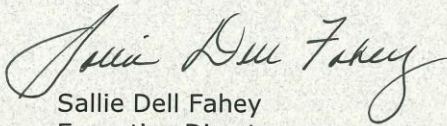
Dear Ms. Walden:

On January 9, 2020, the Policy Board amended the FY 2020-2024 TIP by Resolution T-20-01. The amendment programs a project on US 52 involving the addition of auxiliary lanes at nine intersections, des #1902679. Details are described in the attached staff report and resolution.

The document will be updated and then placed on the APC web page: [www.tippecanoe.in.gov/APC](http://www.tippecanoe.in.gov/APC). We will notify you when this occurs. Please call if you have any questions or need additional information.

Please call if you have any questions or need additional information.

Sincerely,



Sallie Dell Fahey  
Executive Director

cc: Stephani Vermillion  
Michael McNeil

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**FY 2020-2024 TIP Amendment  
Indiana Department of Transportation**

**Staff Report  
January 2, 2020**

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**BACKGROUND AND REQUEST:**

The Indiana Department of Transportation requests an amendment to program a new project. The scope involves adding auxiliary, acceleration, deceleration and turn lanes at nine intersections on US 52. Of the nine intersections, four are located in Tippecanoe County at CR 450S, CR 800S and the north and south junctions at SR 28. The other five intersections are in Clinton and Boone Counties.

Preliminary engineering will begin in FY 2020 at an estimated cost of \$200,000. INDOT plans to use STBG federal funds. Construction is scheduled for FY 2022 with an estimated cost just over \$2.3 million. INDOT will use a combination of STBG federal funds and state funds.

The following table provides detailed information about the project.

*US 52, various intersection locations (des #1902679)*

*Contract # T-42602*

*Aux Lanes, Accel & Decel or Turn Lanes*

	Phase	Year	Federal Funds	Federal	State	Total
New	PE	2020	STBG	200,000	50,000	250,000
New	CN	2022	STBG	1,876,958	469,240	2,346,198

The Technical Transportation Committee reviewed the amendment at its December 18, 2019 meeting and recommended approval.

**RECOMMENDATION:**

Staff recommends approval of this amendment to the FY 2020-2021 TIP by adoption of the attached Resolution T-20-01.

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TIP Amendment # 9  
January 10, 2020

Requested by City of Lafayette

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THE

# Area Plan Commission

of TIPPECANOE COUNTY

20 NORTH 3RD STREET  
LAFAYETTE, INDIANA 47901-1209

(765) 423-9242  
(765) 423-9154 [FAX]  
[www.tippecanoe.in.gov/apc](http://www.tippecanoe.in.gov/apc)

SALLIE DELL FAHEY  
EXECUTIVE DIRECTOR

January 10, 2019  
Ref. No.: 2020-012

Susie Kemp, Local Program Director  
INDOT Crawfordsville District  
41 West 300 North  
Crawfordsville, IN 47933

Dear Susie:

By this letter I am administratively modifying the FY 2020-2024 TIP. This modification reallocates \$108,000 in FY 2020 in STBG PYB funds from the right-of-way phase of the Park East project, des #1700405 and \$138,600 in STBG funds from the Twyckenham project, des #1401285 to the construction phase of the Concord trail lighting project, des #1900477. These funds will be used for construction engineering and construction.

The attached spreadsheet shows the details. Please call if you have any questions or need additional information.

Sincerely,



Sallie Dell Fahey  
Executive Director

attachment

cc Jeromy Grenard, Lafayette City Engineer  
Carla Sheets, INDOT Crawfordsville District Office  
Justin Sergeant, INDOT Central Office  
Stephani Vermillion, INDOT Central Office

**TIP ADMINISTRATIVE MODIFICATION, JANUARY 10, 2020**

Project	Des Number	Year	Federal Funding	Phase	Before Federal Share	Changes	After Federal Share	After Local Share	After Total Cost	Notes
Park East	1700405	2020	STBG PYB	RW	108,000	-108,000	0	0	0	These funds are reallocated to the Concord Road project, CN CN phase.
Twyckenham Boulevard	1401285	2020	STBG	CN	3,105,957	-138,600	2,967,357	741,839	3,709,196	These funds are reallocated to the Concord Road project, CN CN phase.
Concord Road	1900477	2020	STBG	CN	0	138,600	138,600	34,650	173,250	The additional federal funds brings the new total to \$460,600.
			STBG PYB	CN	214,000	108,000	322,000	80,500	402,500	
						Total	460,600	115,150	575,750	



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TIP Amendment # 10  
March 24, 2020

Requested by Area Plan Commission

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THE

# *Area Plan Commission*

of TIPPECANOE COUNTY

20 NORTH 3RD STREET  
LAFAYETTE, INDIANA 47901-1209

(765) 423-9242  
(765) 423-9154 [FAX]  
[www.tippecanoe.in.gov/apc](http://www.tippecanoe.in.gov/apc)

SALLIE DELL FAHEY  
EXECUTIVE DIRECTOR

March 24, 2020  
Ref. No.: 2020-085

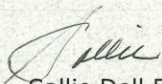
Susie Kemp, Local Program Director  
INDOT Crawfordsville District  
41 West 300 North  
Crawfordsville, IN 47933

Dear Susie:

By this letter I am administratively modifying the FY 2020-2024 TIP. This modification involves the trade of \$573,000 in FY 2020 HSIP federal funds with the Terre Haute MPO to be repaid in FY 2021. The first attachment is the signed memorandum of understanding and the second is the spreadsheet showing that the additional federal funds will be going to the North River Road project, des #1401279. The third attachment is the email notification to Justin which includes correspondence between Jeremy and me.

Please call if you have any questions or need additional information.

Sincerely,



Sallie Dell Fahey  
Executive Director

Attachment

cc: Stephani Vermillion  
Justin Sergent  
Carla Sheets

**Memorandum of Understanding  
between the  
Area Plan Commission of Tippecanoe County (APCTC)  
and the**

**West Central Indiana Economic Development District (WCIEDD – Terre Haute MPO until June 30,  
2020)/Terre Haute Economic Development Corporation (THEDC – Terre Haute MPO beginning July 1, 2020)**

This Memorandum of Understanding records an agreement between the Area Plan Commission of Tippecanoe County and the West Central Indiana Economic Development District/Terre Haute Economic Development Corporation regarding a loan of Indiana SFY 2020 sub-allocated funds. Based upon current project schedules and estimates, the WCIEDD/THEDC needs an additional \$573,000 in SFY 2020 to finance projects. The APCTC agrees to lend WCIEDD/THEDC this amount using SFY 2020 funding. The WCIEDD/THEDC agrees to repay this loan in with SFY 2021 funding. The table below records these transactions.

Note, this agreement involves transfer of budget in INDOT's Summary of Allocation program management accounts; there are no actual monetary transactions.

Fiscal Year	MPO	Amount
SFY 2020	APCTC	(\$573,000.00)
	WCIEDD/THEDC	\$573,000.00
		\$0.00
SFY 2021	WCIEDD/THEDC	(573,000.00)
	APCTC	573,000.00
		0.00

**Please Note:** The West Central Indiana Economic Development District (WCIEDD) will transition to the Terre Haute Economic Development Corporation (THEDC) as the designated MPO for the Terre Haute MPA effective July 1, 2020.


**Sallie Dell Fahey, Executive Director**  
Area Plan Commission of Tippecanoe County

 Date 3/13/20

**Ryan Keller, Executive Director**  
West Central Indiana Economic Development District

 Date 03/09/2020

**Steve Witt, President**  
Terre Haute Economic Development Corporation

 Date 3-9-20

**TIP ADMINISTRATIVE MODIFICATION, MARCH 24, 2020**

Project	Des Number	Year	Federal Funding	Phase	Before Federal Share	Changes	After Federal Share	After Local Share	After Total Cost	Notes
<b>Trade to Another MPO</b>										
	---	2020	HSIP	---	742,011	<b>\$73,000</b>	169,011	---	---	This modification involves trading federal funds with the Terre Haute MPO.
<b>North River Road 1401279</b>										
		2021	HSIP	CN	738,098	573,000	1,311,098	145,678	1,456,776	The funding trade with the Terre Haute gives the project officially 1,311,098 in HSIP funds. It is anticipated that the remaining balance of FY 2020 HSIP funds and FY 2022 HSIP funds will be traded to fully fund the project.
		2020	HSIP	CN	169,011	**1				
		2022	HSIP	CN	738,098	**2				

Note 1: At this time it is anticipated the remaining balance of HSIP funds will be traded.

Note 2: Future anticipated trade.

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TIP Amendment # 11  
April 7, 2020

Requested by Tippecanoe County

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THE

# Area Plan Commission

of TIPPECANOE COUNTY

20 NORTH 3RD STREET  
LAFAYETTE, INDIANA 47901-1209

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(765) 423-9154 [FAX]  
[www.tippecanoe.in.gov/apc](http://www.tippecanoe.in.gov/apc)

SALLIE DELL FAHEY  
EXECUTIVE DIRECTOR

April 7, 2020  
Ref. No.: 2020-087

Susie Kemp, Local Program Director  
INDOT Crawfordsville District  
41 West 300 North  
Crawfordsville, IN 47933

Dear Susie:

By this letter I am administratively modifying the FY 2020-2024 TIP. This modification involves reallocating \$151,838 in HSIP PYB Federal funds from the right-of-way phase of the McCutcheon Pedestrian Safety Project, des #1601028, to the construction phase of the Klondike Road project, des #1173626. The additional funds will be used for change orders and the spreadsheet detailing the reallocation is attached.

Please call or email if you have any questions or need additional information.

Sincerely,



Sallie Dell Fahey  
Executive Director

Attachment

cc: Stephani Vermillion  
Justin Sergent  
Carla Sheets  
Stu Kline

**TIP ADMINISTRATIVE MODIFICATION, APRIL 7, 2020**

Project	Des Number	Year	Federal Funding	Phase	Before Federal Share	Changes	After Federal Share	After Local Share	After Total Cost	Notes
McCutcheon Ped Safety	1601028									
		2020	HSIP PYB	RW	450,000	-151,838	298,162	33,129	331,291	A portion of the federal funds from the right-of-way phase has been reallocated to the Klondike Road CN phase.
Klondike Road	1173626									
		2020	STBG	CN	100,000	0	100,000	25,000	125,000	A portion of the federal funds from the McCutcheon project has been reallocated to the CN phase for change orders.
			HSIP PYB	CN	0	151,838	151,838	37,960	189,798	
					Total Federal Funds		251,838			
						Railroad Work	71,439			
						Change Orders	180,399			
						Total	251,838			



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TIP Amendment # 12  
April 13, 2020

Requested by Tippecanoe County

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THE

# Area Plan Commission

of TIPPECANOE COUNTY

20 NORTH 3RD STREET  
LAFAYETTE, INDIANA 47901-1209

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SALLIE DELL FAHEY  
EXECUTIVE DIRECTOR

April 13, 2020  
Ref. No.: 2020-089

Susie Kemp, Local Program Director  
INDOT Crawfordsville District  
41 West 300 North  
Crawfordsville, IN 47933

Dear Susie:

By this letter I am administratively modifying the FY 2020-2024 TIP. This modification involves reallocating an additional \$640 in HSIP PYB Federal funds from the right-of-way phase of the McCutcheon Pedestrian Safety Project, des #1601028, to the construction phase of the Klondike Road project, des #1173626. One change order was removed from the Advice of Change thus altering the amount of federal funds needed. The spreadsheet detailing the reallocation is attached.

Please call or email if you have any questions or need additional information.

Sincerely,



Sallie Dell Fahey  
Executive Director

Attachment

cc: Stephani Vermillion  
Justin Sergent  
Carla Sheets  
Stu Kline

**TIP ADMINISTRATIVE MODIFICATION, APRIL 13, 2020**

Project	Des Number	Year	Federal Funding	Phase	Before Federal Share	Changes	After Federal Share	After Local Share	After Total Cost	Notes
McCutcheon Ped Safety	1601028									
		2020	HSIP PYB	RV	298,162	-640	297,522	33,058	330,580	Additional federal funds are being reallocated to the Klondike project for change orders.
Klondike Road	1173626									
		2020	STBG	CN	100,000	0	100,000	25,000	125,000	Additional federal funds from the McCutcheon project have been reallocated to the CN phase for change orders.
			HSIP PYB	CN	151,838	640	152,478	38,120	190,598	
					Total Federal Funds		252,478			
							Railroad Work	71,439		
							Change Orders	181,039		
							Total	252,478		

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**TIP Amendment # 13**  
**April 16, 2020**

**Requested by City of Lafayette**

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THE

# Area Plan Commission

of TIPPECANOE COUNTY

20 NORTH 3RD STREET  
LAFAYETTE, INDIANA 47901-1209

(765) 423-9242  
(765) 423-9154 [FAX]  
[www.tippecanoe.in.gov/apc](http://www.tippecanoe.in.gov/apc)

SALLIE DELL FAHEY  
EXECUTIVE DIRECTOR

April 16, 2020  
Ref. No.: 2020-090

Susie Kemp, Local Program Director  
INDOT Crawfordsville District  
41 West 300 North  
Crawfordsville, IN 47933

Dear Susie:

By this letter I am administratively modifying the FY 2020-2024 TIP. This modification involves reallocating an additional \$101,264 in STBG and STBG PYB funds from the Concord Road project, des #1900477 (\$3,011 in STBG PYB funds), from the Yeager Road project, des #1401281 (\$39,899 in STBG PYB funds), and from the Twyckenham Boulevard project, des #1401285 (\$58,354 in STBG funds) to the South 9<sup>th</sup> Street project, des #1900482. The additional funds are needed because the consultant's contract is greater than the estimated amount shown in the TIP. The spreadsheet detailing the reallocation is attached.

Please call or email if you have any questions or need additional information.

Sincerely,



Sallie Dell Fahey  
Executive Director

Attachment

cc: Stephani Vermillion  
Justin Sergeant  
Carla Sheets  
Jeromy Grenard

**TIP ADMINISTRATIVE MODIFICATION, APRIL 16, 2020**

Project	Des Number	Year	Federal Funding	Phase	Before Federal Share	Changes	After Federal Share	After Local Share	After Total Cost	Notes
Concord Road	1900477	2020	STBG PYB	CN	322,000	-3,011	318,989	79,747	398,736	The balance of STBG PYB funds are reallocated to South 9th Street project.
Yeager Road	1401281	2020	STBG PYB	RW	169,524	-39,899	129,625	32,406	162,031	The balance of STBG PYB funds are reallocated to South 9th Street project.
Twyckenham Boulevard	1401285	2020	STBG	CN	2,967,357	-58,354	2,909,003	727,251	3,636,254	A portion of the STBG funds are reallocated to South 9th Street project.
South 9th Street	1900482	2020	STBG STBG PYB	PE PE	480,000 0	58,354 42,910	538,354 42,910	134,589 10,728	672,943 53,638	The additional federal funds are needed for the engineering contract. The contract total amount is \$726,580, thus the federal portion would be \$581,284.
					Total Federal Funds		581,264			

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TIP Amendment # 14  
April 21, 2020

Requested by Tippecanoe County

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THE

# Area Plan Commission

of TIPPECANOE COUNTY

20 NORTH 3RD STREET  
LAFAYETTE, INDIANA 47901-1209

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SALLIE DELL FAHEY  
EXECUTIVE DIRECTOR

April 21, 2020  
Ref. No.: 2020-092

Susie Kemp, Local Program Director  
INDOT Crawfordsville District  
41 West 300 North  
Crawfordsville, IN 47933

Dear Susie:

By this letter I am administratively modifying the FY 2020-2024 TIP. This modification involves reallocating \$33,790 in HSIP PYB funds from the right-of-way phase of the McCutcheon Ped Safety project, des #1601028, and \$108,388 in STBG funds from the right-of-way phase of the Yeager Road project, des #1401281 to the construction phase of the Klondike Road project, des #1173626. The total amount reallocated is \$142,178 and it will be used for railroad work. The spreadsheet detailing the reallocation is attached.

Please call or email if you have any questions or need additional information.

Sincerely,



Sallie Dell Fahey  
Executive Director

Attachment

cc: Stephani Vermillion  
Justin Sergent  
Carla Sheets  
Stu Kline

**TIP ADMINISTRATIVE MODIFICATION, APRIL 21, 2020**

Project	Des Number	Year	Federal Funding	Phase	Before Federal Share	Changes	After Federal Share	After Local Share	After Total Cost	Notes
McCutcheon Ped Safety	1601028									
		2020	HSIP PYB	RW	297,522	-33,790	263,732	29,304	293,036	The balance of federal funds are being reallocated to the Klondike Road project for additional railroad work.
Yeager Road	1401281									
		2020	STBG	RW	150,996	-108,388	42,608	4,734	47,342	A portion of federal funds are being reallocated to the Klondike Road project for additional railroad work.
Klondike Road	1173626									
		2020	STBG	CN	100,000	108,388	208,388	52,097	260,485	The new federal funds will be used for additional railroad work.
			HSIP PYB	CN	152,478	33,790	186,268	46,567	232,835	
Total Federal Funds							394,656			
Railroad Work							71,439			
Change Orders							181,039			
Additional Railroad Work							142,178			
Total							394,656			

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TIP Amendment # 15  
April 27, 2020

Requested by Area Plan Commission

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THE

# Area Plan Commission

of TIPPECANOE COUNTY

20 NORTH 3RD STREET  
LAFAYETTE, INDIANA 47901-1209

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SALLIE DELL FAHEY  
EXECUTIVE DIRECTOR

April 27, 2020

Ref. No.: 2020-093 **REVISED**

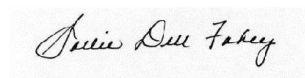
Susie Kemp, Local Program Director  
INDOT Crawfordsville District  
41 West 300 North  
Crawfordsville, IN 47933

Dear Susie:

By this letter I am revising the prior administrative modification of the FY 2020-2024 TIP for clarification. This is a two part modification. The first part involves reallocating \$29,556 in STBG funds from the Yeager Road project, des #1401281, to the US 231 study, des #2001532. The second part involves swapping our balance of HSIP funds, \$169,011, with INDOT for FY 2021 Rural Program Federal funds. Those funds will be used for the North River Road project, des #1401279. The spreadsheet detailing the reallocation is attached.

Please call or email if you have any questions or need additional information.

Sincerely,



Sallie Dell Fahey  
Executive Director

## Attachment

cc: Stephani Vermillion  
Justin Sergent  
Carla Sheets  
Shane Spears

**TIP ADMINISTRATIVE MODIFICATION, APRIL 27, 2020**

Project	Des Number	Year	Federal Funding	Phase	Before Federal Share	Changes	After Federal Share	After Local Share	After Total Cost	Notes
<b>A) Trade Lafayette FY 2020 Federal Funds for FY 2021 Rural Program Federal Funds</b>										
---	---	2020	HSIP	---	169,011	-169,011	0	0	0	The balance of federal funds are being traded for INDOT FY 2021 federal funds.
North River Road	1401279	2021	HSIP	CN	0	169,011	169,011	18,779	187,790	The FY 2021 INDOT federal funds will be used for the North River Road project.
<b>B) Additional Federal Funds to US 231 Study</b>										
Yeager Road	1401281	2020	STBG	RW	42,608	-29,556	13,052	1,450	14,502	A portion of federal funds are being reallocated to the US 231 Study.
US 231 Study	2001532	2020	STBG	PE	70,444	29,556	100,000	---	---	The amount of federal funds increase. The matching funds are INDOT funds.

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TIP Amendment # 16  
May 20, 2020

Requested by Wabash Center

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THE

# *Area Plan Commission*

of TIPPECANOE COUNTY

20 NORTH 3RD STREET  
LAFAYETTE, INDIANA 47901-1209

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SALLIE DELL FAHEY  
EXECUTIVE DIRECTOR

May 20, 2020  
Ref. No.: 2020-109

Jason Casteel, Transit Planner  
Indiana Department of Transportation  
ISGC-North Room: N955(LP)  
100 North Senate Avenue  
Indianapolis, IN 46204-2249

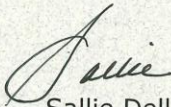
Dear Jason:

By this letter I am administratively modifying the FY 2020-2024 TIP. This modification moves Wabash Center's low floor mini-van project from Table 5, Unfunded Local Projects, to Table 4, Funded Local Projects.

Wabash Center's funding request for Section 5310 funds was approved by INDOT on May 15, 2020. These funds will be used to purchase three low-floor mini vans. The approved total project cost is \$136,809 with a federal match of \$109,448. The project des number is 1700457.

The TIP document will be updated and then placed on the APC web page. We will notify you when this occurs. Please call if you have any questions or need additional information.

Sincerely,



Sallie Dell Fahey  
Executive Director

cc: Janet Schweikher, Wabash Center  
Susie Kemp, INDOT Crawfordsville Office



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TIP Amendment # 17  
June 11, 2020

Requested by Area Plan Commission

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THE

# *Area Plan Commission*

of TIPPECANOE COUNTY

20 NORTH 3RD STREET  
LAFAYETTE, INDIANA 47901-1209

(765) 423-9242  
(765) 423-9154 [FAX]

SALLIE DELL FAHEY  
EXECUTIVE DIRECTOR

June 11, 2020  
Ref. No.: 2020-132

Jason Casteel, Transit Planner  
INDOT Room N955-LP  
100 North Senate Avenue  
Indianapolis, IN 46204-2249

Dear Jason:

By this letter I am administratively modifying the FY 2020-2024 TIP by reallocating the balance of STBG funds, \$104,198, to the CityBus bus shelter and sidewalk improvement project, des #1801629. The funding balance is coming from the Yeager Road, des #1401281, Twyckenham Boulevard, des #1401285, Concord Road, des #1900477, and Yost Drive, des #1900483, projects. The attached spreadsheet shows the specific details.

The TIP document will be updated and then placed on the APC web page. We will notify you when this occurs. Please call if you have any questions or need additional information.

Sincerely,



Sallie Dell Fahey  
Executive Director

cc: Marty Sennett  
Susie Kemp  
Carla Sheets  
Stephani Vermillion  
Justin Sargent

**TIP ADMINISTRATIVE MODIFICATION, JUNE 11, 2020**

Project	Des Number	Year	Federal Funding	Phase	Before Federal Share	Changes	After Federal Share	After Local Share	After Total Cost	Notes
<i>Balance of FY 2020 ST&amp;G Funds Flexed to Transit for Software, Additional Bus Stop and Sidewalk Improvements</i>										
Yeager Road	1401281	2020	ST&G	RW	13,052	-13,052	0	0	0	The balance of federal funds are reallocated to transit improvements.
Twickenham Blvd	1401285	2020	ST&G	CN	2,909,003	-20,346	2,888,657	320,962	3,209,619	The unused balance of federal funds are reallocated to transit improvements.
Concord Road	1900477	2020	ST&G	CN	138,600	-62,000	76,600	8,511	85,111	The unused balance of federal funds are reallocated to transit improvements.
Yost Drive	1900483	2020	ST&G	PE	179,950	-8,800	171,150	19,017	190,167	The unused balance of federal funds are reallocated to transit improvements.
CityBus Bus Stop/Sidewalk	1801629	2020	ST&G	CN	0	104,198	104,198	26,050	130,248	The balances of federal funds from the four projects are reallocated to transit improvements.

*Summary of Federal Funds reallocated to transit improvements*

Yeager Road	13,052
Twickenham Blvd	20,346
Concord Road	62,000
Yost Drive	8,800
Total	104,198
Yeager Road	104,198
	104,198

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TIP Amendment # 18  
June 11, 2020

Requested by Tippecanoe County & CityBus

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Resolution T-20-03

RESOLUTION TO AMEND THE  
FY 2020-2024 TRANSPORTATION IMPROVEMENT PROGRAM

**WHEREAS**, the Area Plan Commission of Tippecanoe County has been designated the Metropolitan Planning Organization by the Governor, and

**WHEREAS**, it is required that a Transportation Improvement Program be developed and include all local and state transportation projects for which US Department of Transportation funds are being requested, and

**WHEREAS**, Tippecanoe County and the Greater Lafayette Public Transportation Corporation (CityBus) has requested changes to the FY 2020-2024 Transportation Improvement Program as follows:


Projects	Des Number	Year	Federal Share	Local Share	Total Cost
Old US 231 Bridge, PE phase	1902754	2021	0	204,000	204,000
Old US 231 Bridge, RW phase	1902754	2021	0	146,000	146,000
Old US 231 Bridge, CE phase	1902754	2024	240,000	60,000	300,000
Old US 231 Bridge, CN phase	1902754	2024	1,920,000	480,000	2,400,000
Operating Assistance	1700413	CY 2020	2,100,000	10,628,374	12,728,374
Support Vehicle	1700419	CY 2020	40,000	10,000	50,000
Bus Replacement	1700420	CY 2020	824,000	206,000	1,030,000
Pedestrian/Bicycle Detection	1801629	CY 2020	200,000	50,000	250,000
Facility Rehabilitation, New Roof	2001173	CY 2020	400,000	100,000	500,000
Micro-Transit Software	2001174	CY 2020	48,000	12,000	60,000
Micro-Transit Vehicles	2001175	CY 2020	144,000	36,000	180,000
Planning, Engineering CNG Station	2001176	CY 2020	280,000	70,000	350,000
Planning, Strategic Plan Ph 2	1700412	CY 2020	72,000	18,000	90,000
Route Planning Software	2001609	CY 2020	36,000	9,000	45,000

**WHEREAS**, the Greater Lafayette Public Transportation Corporation Board of Directors reviewed and approved the new and revised transit projects at its January 22, 2020 and May 27, 2020 meetings and,

**WHEREAS**, the Technical Transportation Committee reviewed the request at its May 20, 2020 meeting and recommended its inclusion in the FY 2020-2024 Transportation Improvement Program, and

**NOW THEREFORE BE IT RESOLVED** that the Policy Board of the Metropolitan Planning Organization does hereby adopt this amendment to the FY 2018-2021 Transportation Improvement Program for the MPO Planning Area.

ADOPTED on Thursday the 11<sup>th</sup> of June, 2020.

  
Tony Roswarski  
President

  
Sallie Dell Fahey  
Secretary

THE

# *Area Plan Commission*

of TIPPECANOE COUNTY

20 NORTH 3RD STREET  
LAFAYETTE, INDIANA 47901-1209

(765) 423-9242  
(765) 423-9154 [FAX]

SALLIE DELL FAHEY  
EXECUTIVE DIRECTOR

June 11, 2020  
Ref. No.: 2020-134


Susie Kemp, Local Program Director  
INDOT Crawfordsville District  
41 West 300 North  
Crawfordsville, IN 47933

Dear Susie:

On June 11, 2020, the Policy Board amended the FY 2020-2024 TIP by Resolution T-20-03. The amendment programs a bridge replacement project on Old US 231 and the des number is 1902754. Group IV Federal Funds, \$2,160,000, will be used for construction engineering and construction. Local funds will be used for engineering and right-of-way.

Enclosed you will find a copy of the resolution and staff report. The TIP document will be updated and then placed on the APC web page: [ww.tippecanoe.in.gov/APC](http://ww.tippecanoe.in.gov/APC). We will notify you when this occurs. Please call if you have any questions or need additional information.

Sincerely,

  
Sallie Dell Fahey  
Executive Director

cc: Stu Kline  
Carla Sheets  
Stephanie Vermillion  
Justin Sergent



THE

# Area Plan Commission

of TIPPECANOE COUNTY

20 NORTH 3RD STREET  
LAFAYETTE, INDIANA 47901-1209

(765) 423-9242  
(765) 423-9154 [FAX]

SALLIE DELL FAHEY  
EXECUTIVE DIRECTOR

June 11, 2020  
Ref. No.: 2020-133

Jason Casteel, Transit Planner  
INDOT Room N955-LP  
100 North Senate Avenue  
Indianapolis, IN 46204-2249

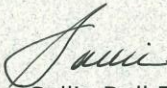
Dear Jason:

On June 11, 2020, the Policy Board amended the FY 2020-2024 TIP by Resolution T-20-03. The amendment involves updating CityBus's CY 2020 operating, capital and planning projects. CityBus has reallocated additional federal funds to its operating assistance. The capital project list revisions include changing the scope and cost of two projects, adding three new projects and adding additional federal funds to the pedestrian/bicycle detection project, des #1801629. Two new planning projects have been added and include engineering services to expand the CNG fueling station and phase two of the strategic plan.

This amendment also includes programming a route planning software project. Matching federal funds are STBG funds from the unobligated balance of the Concord Road trail lighting project, des #1900477. The attached spreadsheet shows the specific details.

The TIP document will be updated and then placed on the APC web page: [www.tippecanoe.in.gov/APC](http://www.tippecanoe.in.gov/APC). We will notify you when this occurs. Please call if you have any questions or need additional information.

Sincerely,



Sallie Dell Fahey  
Executive Director

cc: Stephani Vermillion  
Justin Sargent  
Susie Kemp  
Carla Sheets  
Marty Sennett



**TIP AMENDMENT, JUNE 11, 2020**

Project	Des Number	Year	Federal Funding	Phase	Before Federal Share	Changes	After Federal Share	After Local Share	After Total Cost	Notes
Concord Road	1900477	2020	STBG	CN	76,600	-36,000	40,600	4,511	45,111	A portion of the unused balance of federal funds are reallocated to transit improvements.
CityBus Route Planning Software	2001609	2020	STBG	---	0	36,000	36,000	9,000	45,000	A portion of the balance of federal funds from Concord Road is reallocated to transit improvements.

**FY 2020-2024 TIP Amendment  
Tippecanoe County & CityBus**

**Staff Report  
June 3, 2020**

**BACKGROUND AND REQUEST:**

There are two requests in this amendment. One is from Tippecanoe County and it involves adding a Federally funded bridge replacement project. The other is from CityBus; they are revising their 2020 operating assistance and capital projects, programming new planning projects, and adding a new route planning software project.

Tippecanoe County

INDOT has approved Group IV STP Federal funds to replace the Old US 231 bridge over the Wea Creek. It is located approximately 1,500 feet south of Veterans Memorial Parkway. Preliminary engineering is anticipated to begin in FY 2021 with construction in FY 2024. In order to expedite the process so construction can occur in FY 2024, the County will be funding preliminary engineering and right-of-way with 100% local funds. The following table shows detailed information for the project.

*Old US 231 bridge over the Wea Creek (des #1902754)*

	Phase	Year	Federal Funds	Federal	Local	Total
New	PE	2021	----	0	204,000	204,000
New	RW	2021	----	0	146,000	146,000
New	CE	2024	Group IV STBG	240,000	60,000	300,000
New	CN	2024	Group IV STBG	1,920,000	480,000	2,400,000

CityBus

The Greater Lafayette Public Transportation Corporation, or CityBus, requests an amendment to update its CY 2020 Section 5307 operating, capital, and planning list of projects. It also includes adding \$1,000,000 in CY 2019 Section 5307 funds that were transferred from MACOG, carrying over \$349,105 in CY 2019 Section 5310 funds, and carrying over \$48,000 in CY 2018 Section 5307 funds. The table below summarizes the sources of these federal funds:

CY 2018 Section 5307 carryover	\$48,000
CY 2019 Section 5310 carryover	\$349,105
CY 2019 Section 5307 MACOG funds	\$1,000,000
CY 2020 Section 5307 funds	\$3,937,650
<b>Total:</b>	<b>\$5,334,755</b>

The following tables summarize the changes:

<i>Before</i>	Year	Project	Federal	Local	Total Cost
<i>Amendment</i>	2020	Operating Assistance	\$1,000,000	\$11,728,374	\$12,728,374
	2020	Capital Assistance	\$1,554,400	\$388,600	\$1,943,000
	2020	Planning Assistance	\$0	\$0	\$0
<i>After</i>	Year	Project	Federal	Local	Total Cost
<i>Amendment</i>	2020	Operating Assistance	\$2,100,000	\$10,628,374	\$12,728,374
	2020	Capital Assistance	\$1,906,400	\$476,600	\$2,383,000
	2020	Planning Assistance	\$304,000	\$76,000	\$380,000

A portion of the carryover and additional federal funds will be used for operating, capital and planning projects. They will be used to increase the federal participation in operating the system, as well as for cost increases for the support vehicle, and for three new capital projects (new roof, micro-transit software, and micro-transit vehicles). Some funds will be added to the pedestrian and bicycle detection system project. The fixed route bus replacement project scope has been reduced from replacing three buses to two. Federal funds will also be used for new planning projects including engineering for the expansion of the CNG station and for phase two of the strategic plan. The following justification is provided by CityBus for the new and updated projects:

**Operating Assistance - \$12,728,374, Des #1700413**

Growth in state operating funds for transit, known as the Public Mass Transit Fund (PMTF), and local taxes, have not kept pace with growth in expenses. CityBus needs to use more of its Section 5307 Federal funding appropriation to offset increasing operating costs. An additional \$1,100,000 in section 5307 funds will be used for operating assistance.

**Support Vehicle - \$50,000, Des #1700419**

Replace the 2012 Ford Edge. The support vehicle to be replaced was purchased in 2012. This vehicle will meet the requirements of FTA Circular 9020.1E in terms of age for replacement. The estimated cost of the replacement vehicle was increased based on the costs of previously purchased support vehicles which both exceeded \$30,000.

**Fixed Route Bus Replacement - \$1,030,000, Des #1700420**

With an amended decrease of \$570,000, CityBus will purchase two 40' buses to replace 2007 buses #1504 and #1505 rather than replacing three buses as originally programmed. Buses will be replaced per FTA guidelines as outlined in FTA Circular 9030.1D. The buses being replaced will be over 12 years in age, and all new buses will use CNG fuel.

**Ped/Bike Detection System - \$250,000, Des #1801629**

These additional funds will be added to the FY2018 5339 funds and will allow CityBus to procure Ped/Bike Detection Systems for the entire transit fleet.

**Facility Rehabilitation - \$500,000, Des #2001173**

CityBus will use \$400,000 in federal funds to replace the roof of the administrative office/garage and additional smaller rehab/replace projects will occur for the administration/maintenance facilities (such as garage doors). The roof being replaced is estimated to be in excess of 20-25 years in age.

**Micro-Transit Software - \$60,000, Des #2001174**

CityBus will invest \$48,000 (federal funds) in software to support and manage operations for micro-transit service. The software will have tools for scheduling trips and dispatching.

**Micro-Transit Vehicle Purchase - \$180,000, Des #2001175**

CityBus will invest \$144,000 (federal funds) for the purchase of micro-transit vehicles (2) to provide services to underserved areas in the community. The vehicles will be purchased and maintained per FTA guidelines as outlined in FTA Circular 9030.1D.

The following table summarizes the updated capital projects.

Item	Description	Federal Source	Federal Share	Local Share	Total Cost
1	Replacement Tires	Sec. 5307	56,000	14,000	70,000
2	Bus Overhauls: Engines	Sec. 5307	48,800	12,200	61,000
3	Bus Overhauls: Transmissions	Sec. 5307	59,200	14,800	74,000
4	Bus Rebuild Components	Sec. 5307	22,400	5,600	28,000
5	Computer Hardware & Software	Sec. 5307	40,000	10,000	50,000
6	Support Vehicle	Sec. 5307	40,000	10,000	50,000
7	Bus Replacement	Sec. 5307	824,000	206,000	1,030,000
8	Security Cameras for Vehicles	Sec. 5307	24,000	6,000	30,000
Add	<i>Pedestrian/Bicycle Detection</i>	<i>Sec. 5307</i>	<i>200,000</i>	<i>50,000</i>	<i>250,000</i>
New	<i>Facility Rehabilitation, New Roof</i>	<i>Sec. 5307</i>	<i>400,000</i>	<i>100,000</i>	<i>500,000</i>
New	<i>Micro-Transit Software</i>	<i>Sec. 5307</i>	<i>48,000</i>	<i>12,000</i>	<i>60,000</i>
New	<i>Micro-Transit Vehicles</i>	<i>Sec. 5307</i>	<i>144,000</i>	<i>36,000</i>	<i>180,000</i>
Total			1,906,400	476,600	2,383,000

Note: Projects highlighted in grey are either updated, added or new. Those in italics are added or new.

CityBus is also adding two planning projects and the following summarizes those projects:

**Planning: Engineering Services - \$350,000, Des #2001176**

CityBus will invest \$280,000 (federal funds) in engineering services for the expansion of the CNG fueling station.

**Planning: Strategic Plan, Phase 2 - \$90,000, Des #1700412**

This amendment implements the second phase in developing the strategic plan. A consulting firm will be hired to conduct five tasks including: 1) rider and non-rider surveying throughout the community; 2) boundary and taxation review and analysis; 3) focus groups of business and elected leaders and non-profit organizations; 4) researching new technology for use in public transit, and; 5) a mobility study. CityBus will use \$60,000 in residual funds from the initial study, and \$30,000 in 2020 funds for a total cost of \$90,000.

The following table summarizes the new planning items:

Item	Description	Federal Source	Federal Share	Local Share	Total Cost
1	Planning - Engineering CNG Station	Sec. 5307	280,000	70,000	350,000
2	Planning - Strategic Plan Ph 2	Sec. 5307	72,000	18,000	90,000
Total			352,000	88,000	440,000

The CityBus Board of Directors resolved to authorize the updated 2020 operating, capital and planning list of projects on January 22, 2020.

CityBus, Flexed FHWA STBG funds

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**Route Planning Software - \$45,000, Des #2001609**

CityBus will procure transit planning software to better understand and plan bus routes. The software will help CityBus plan route changes by analyzing ridership, origin-destination data, collisions, GIS information, change in miles, and associated costs for every route change, including all changes from temporary detours to a full system redesign.

Description	Federal Source	Federal Share	Local Share	Total Cost
Route Planning Software	Flexed FHWA (STBG)	36,000	9,000	45,000

The Federal funds for this project are STBG funds will be coming from the residual balance of funds from the Concord Road trail lighting project.

The CityBus Board of Directors resolved to authorize this project on May 27, 2020.

The Technical Transportation Committee reviewed the amendment request at its May 20, 2020 meeting and recommended approval.

**RECOMMENDATION:**

Staff recommends approval of this amendment to the FY 2020-2024 Transportation Improvement Program by adoption of the attached Resolution T-20-03.

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TIP Amendment # 19  
June 11, 2020

Requested by INDOT

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Resolution T-20-04

RESOLUTION TO AMEND THE  
FY 2020-2024 TRANSPORTATION IMPROVEMENT PROGRAM

**WHEREAS**, the Area Plan Commission of Tippecanoe County has been designated the Metropolitan Planning Organization by the Governor, and

**WHEREAS**, it is required that a Transportation Improvement Program be developed and include all local and state transportation projects for which US Department of Transportation funds are being requested, and

**WHEREAS**, the Indiana Department of Transportation requested changed to the FY 2020-2024 Transportation Improvement Program as follows:

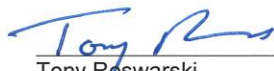
Projects	Phase	Federal Funding	Year	Federal Share	Local Share	Total Cost
<i>SR 25, Des #2000412</i>						
3.70 mi. north of I-65	PE	STBG	2021	16,000	4,000	20,000
Bridge Thin Deck Overlay	CN	STBG	2024	154,379	38,595	192,974
<i>SR 25, Des #2001069</i>						
4.01 mi. north of SR 28	PE	STBG	2021	6,400	1,600	8,000
Scour Protection	CN	STBG	2022	63,444	15,861	79,305
<i>SR 25, Des #2001070</i>						
1.01 mi. south of US 231	PE	STBG	2021	36,000	9,000	45,000
Bridge Deck Painting	CN	STBG	2022	336,000	84,000	420,000
<i>SR 38, Des #1900494</i>						
West and east of I-65	PE	HSIP	2021	20,000	5,000	25,000
ADA Sidewalk Ramp CN						
<i>SR 38, Des #2000519</i>						
1.7 mi. east of I-65	PE	STBG	2021	20,000	5,000	25,000
Scour Protection	CN	STBG	2024	175,770	43,943	219,713
<i>SR 38, Des #2001073</i>						
1.37 mi w of I-65, EB Bdg	PE	STBG	2021	28,000	7,000	35,000
Bridge Painting	CN	STBG	2022	272,361	68,090	340,451
<i>SR 38, Des #2001074</i>						
1.37 mi w of I-65, WB Bdg	PE	STBG	2021	28,000	7,000	35,000
Bridge Painting	CN	STBG	2022	272,361	68,090	340,451
<i>US 52, Des #2000103</i>						
1.01 mi. west of US 231	PE	STBG	2021	20,000	5,000	25,000
Scour Protection	CN	STBG	2022	94,674	23,669	118,343
<i>US 231, Des #2000117</i>						
0.62 mi. north of US 52	PE	STBG	2021	8,000	2,000	10,000
Bridge Thin Deck Overlay	CN	STBG	2023	77,495	19,374	96,869
<i>US 231, Des #2000126</i>						
4.18 mi. south of SR 25	PE	STBG	2021	12,000	3,000	15,000
Bridge Thin Deck Overlay	CN	STBG	2023	103,326	25,832	129,158

Projects	Phase	Federal Funding	Year	Federal Share	Local Share	Total Cost
<i>US 231, Des #2000867</i>						
4.27-0.66 mi. south of SR28	PE	STBG	2021	44,000	11,000	55,000
HMA Overlay	CN	STBG	2024	360,365	90,091	450,456
<i>I-65, Des #1902678</i>						
CR 100W to SR 24	CN	HSIP	2022	1,030,849	114,539	1,145,388
Plan Shrub Windbreak						
<i>I-65, Des #2001172</i>						
N. of SR 43 to Wabash R.	PE	NHPP	2021	4,266,000	474,000	4,740,000
Added Travel Lanes	CN	NHPP	2022	42,660,000	4,740,000	47,400,000
<i>Various Locations, Des #2001146</i>						
Various Locations	PE	STBG	2021	272,160	68,040	340,200
Traffic Signal Modernized	CN	STBG	2022	1,364,257	341,064	1,705,321

**WHEREAS**, the Technical Transportation Committee reviewed the request at its May 20, 2020 meeting and recommended its inclusion in the FY 2020-2024 Transportation Improvement Program, and

**NOW THEREFORE BE IT RESOLVED** that the Policy Board of the Metropolitan Planning Organization does hereby adopt this amendment to the FY 2020-2024 Transportation Improvement Program for the MPO Planning Area.

ADOPTED on Thursday the 11<sup>th</sup> of June, 2020.

  
 Tony Roswarski  
 President

  
 Sallie Dell Fahey  
 Secretary



THE

# *Area Plan Commission*

of TIPPECANOE COUNTY

20 NORTH 3RD STREET  
LAFAYETTE, INDIANA 47901-1209

(765) 423-9242  
(765) 423-9154 [FAX]

SALLIE DELL FAHEY  
EXECUTIVE DIRECTOR

June 11, 2020  
Ref. No.: 2020-136

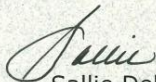
Marcy Walden, Program Funds Manager  
INDOT Crawfordsville District Office  
41 W 300 North  
Crawfordsville, IN 47933

Dear Ms. Walden:

On June 11, 2019, the Policy Board amended the FY 2020-2024 TIP by Resolution T-20-04. The amendment updated a project that is currently programmed in the TIP and programed 13 new projects. The specific details are described in the attached staff report and resolution.

The document will be updated and then placed on the APC web page: [www.tippecanoe.in.gov/APC](http://www.tippecanoe.in.gov/APC). We will notify you when this occurs. Please call if you have any questions or need additional information.

Sincerely,



Sallie Dell Fahey  
Executive Director

cc: Stephani Vermillion  
Justin Sargent  
Susie Kemp  
Carla Sheets

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**FY 2020-2024 TIP Amendment  
Indiana Department of Transportation**

**Staff Report  
June 3, 2020**

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**BACKGROUND AND REQUEST:**

The Indiana Department of Transportation requests an amendment to update a project that is currently programmed and program 13 new projects.

INDOT plans to construct ADA ramps on SR 38 and the TIP shows construction in FY 2021. This amendment adds funding for preliminary engineering, which is also scheduled for FY 2021.

Nine of the new projects involve some type of bridge work including bridge painting (SR 25 and SR 38), thin deck overlaying (SR 25 and US 231), and scour protection (SR 25, SR 38 and US 52). Funding for preliminary engineering is being requested for all of the projects with a start date in FY 2021. Construction dates vary from FY 2022 to FY 2024.

One project, on US 231, is an asphalt preventative maintenance overlay, and it is south of SR 28. Preliminary engineering will begin in FY 2021 with construction in FY 2024.

Another project is a district-wide traffic signal modernization project and the one signal to be modernized in Tippecanoe County is at Sagamore Parkway and Cumberland Avenue. Construction is scheduled for FY 2022.

On I-65, INDOT intends to construct a shrub windbreak from CR 100W in Tippecanoe County to US 24 in White County. Blowing and drifting snow often occurs in this area due to open farm fields and additional plowing is required. This project is intended to reduce the additional plowing and reduce crashes due to the drifting. Construction is targeted for FY 2022.

The last project involves additional widening on I-65. Currently, INDOT is widening the bridges over the Wabash River and a portion of the interstate just north of these bridges. With this amendment, INDOT will be also be widening the road from the northern construction limits of the bridge project to approximately a mile north of SR 43. It is anticipated this project will be a design-build project with preliminary engineering beginning in FY 2021 and construction in FY 2022.

The following tables provide detailed information for each individual project.

*SR 25, 3.70 miles north of I-65 (des # 2000412)*

*Bridge Thin Deck Overlay*

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	Phase	Year	Federal Funds	Federal	State	Total
New	PE	2021	STBG	16,000	4,000	20,000
New	CN	2024	STBG	154,379	38,595	192,974

*SR 25, 4.01 miles north of SR 28 over Flint Creek (des #2001069)*

*Scour Protection*

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	Phase	Year	Federal Funds	Federal	State	Total
New	PE	2021	STBG	6,400	1,600	8,000
New	CN	2022	STBG	63,444	15,861	79,305

*SR 25, 1.01 miles south of US 231, over Wea Creek (des # 2001070)*

*Bridge Painting*

	Phase	Year	Federal Funds	Federal	State	Total
New	PE	2021	STBG	36,000	9,000	45,000
New	CN	2022	STBG	336,000	84,000	420,000

*SR 38, from 3.85 miles west of I-65 to 0.94 miles east of I-65 (des # 1900494)*

*ADA Sidewalk Ramp Construction*

	Phase	Year	Federal Funds	Federal	State	Total
New	PE	2021	HSIP	20,000	5,000	25,000

*SR 38, 1.70 miles east of I-65, over South Fork Wildcat Creek (des # 2000519)*

*Scour Protection (Erosion)*

	Phase	Year	Federal Funds	Federal	State	Total
New	PE	2021	STBG	20,000	5,000	25,000
New	CN	2024	STBG	175,770	43,943	219,713

*SR 38, 1.37 miles west of I-65, EB over NS Railroad (des # 2001073)*

*Bridge Painting*

	Phase	Year	Federal Funds	Federal	State	Total
New	PE	2021	STBG	28,000	7,000	35,000
New	CN	2022	STBG	272,361	68,090	340,451

*SR 38, 1.37 miles west of I-65, WB over NS Railroad (des # 2001074)*

*Bridge Painting*

	Phase	Year	Federal Funds	Federal	State	Total
New	PE	2021	STBG	28,000	7,000	35,000
New	CN	2022	STBG	272,361	68,090	340,451

*US 52, 1.01 miles west of US 231, over Little Pine Creek (des # 2000103)*

*Scour Protection (Erosion)*

	Phase	Year	Federal Funds	Federal	State	Total
New	PE	2021	STBG	20,000	5,000	25,000
New	CN	2023	STBG	94,674	23,669	118,343

*US 231, 0.62 miles north of US 52 north junction, over Little Pine Creek (des # 2000117)*

*Bridge Thin Deck Overlay*

	Phase	Year	Federal Funds	Federal	State	Total
New	PE	2021	STBG	8,000	2,000	10,000
New	CN	2023	STBG	77,495	19,374	96,869

*US 231, 4.18 miles south of SR 25, over O'Neal Ditch (des # 2000126)*  
*Bridge Thin Deck Overlay*

	Phase	Year	Federal Funds	Federal	State	Total
New	PE	2021	STBG	12,000	3,000	15,000
New	CN	2023	STBG	103,326	25,832	129,158

*US 231, from 4.27 miles south of SR 28 to 0.66 miles south of SR 28 (des # 2000867)*  
*HMA Overlay, Preventive Maintenance*

	Phase	Year	Federal Funds	Federal	State	Total
New	PE	2021	STBG	44,000	11,000	55,000
New	CN	2024	STBG	360,365	90,091	450,456

*I-65, from CR 100W to US 24 Interchange (des # 1902678)*  
*Other Type Project (Plant Shrub Windbreak)*

	Phase	Year	Federal Funds	Federal	State	Total
New	CN	2022	HSIP	1,030,849	114,539	1,145,388

*I-65, 0.4 miles north of the Wabash River to 0.8 miles north of SR 43 (des # 2001172)*  
*Added Travel Lanes*

	Phase	Year	Federal Funds	Federal	State	Total
New	PE	2021	NHPP	4,266,000	474,000	4,740,000
New	CN	2022	NHPP	42,660,000	4,740,000	47,400,000

*Various Locations in District (des # 2001146)*

*Traffic Signal Modernization*

*Sagamore Parkway at Cumberland Avenue is only signal in Tippecanoe County*

	Phase	Year	Federal Funds	Federal	State	Total
New	PE	2021	STBG	272,160	68,040	340,200
New	CN	2022	STBG	1,364,257	341,064	1,705,321

The Technical Transportation Committee reviewed the amendment request at its May 20, 2020 meeting and recommended approval.

**RECOMMENDATION:**

Staff recommends approval of this amendment to the FY 2020-2024 Transportation Improvement Program by adoption of the attached Resolution T-20-04.

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TIP Amendment # 20  
July 9, 2020

Requested by APC, Area IV, INDOT

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Resolution T-20-05

RESOLUTION TO AMEND THE  
FY 2020-2024 TRANSPORTATION IMPROVEMENT PROGRAM

**WHEREAS**, the Area Plan Commission of Tippecanoe County has been designated the Metropolitan Planning Organization by the Governor, and

**WHEREAS**, it is required that a Transportation Improvement Program be developed and include all local and state transportation projects for which US Department of Transportation funds are being requested, and

**WHEREAS**, the Area Plan Commission, Area IV and Indiana Department of Transportation requested changed to the FY 2020-2024 Transportation Improvement Program as follows:

Projects	Phase	Federal Funding	Year	Federal Share	Local Share	Total Cost
Park East Boulevard Ext.	CN	STBG	2021	1,491,180	472,117	2,194,000
Des # 1700405		Bonus		230,703		
North River Road	CN	HSIP ('21)	2021	727,183	529,148	2,830,000
Des #1401279		STBG ('21)		93,560		
		T. H. MPO		573,000		
		Rural Pro.		169,011		
		HSIP ('22)		738,098		
Lindberg Road	CN	STBG	2021	2,436,918	662,812	3,314,059
Des #1173627		TA		214,329		
<i>Various Locations, Des #1901576</i>						
	CN	STBG	2020	400,000	100,000	500,000
	CN	STBG	2021	400,000	100,000	500,000
<i>Various Locations, Des #1901578</i>						
	CN	STBG	2020	400,000	100,000	500,000
	CN	STBG	2021	400,000	100,000	500,000
<i>Various Locations, Des #2001643</i>						
	CN	NHPP	2021	900,000	100,000	1,000,000
<i>I-65, District Wide, 0.58 miles south of SR 43, Des #1901585 – Remove Project</i>						
<i>I-65, District Wide, 0.23 miles south of SR 43, Des #1901580 – Remove Project</i>						

**WHEREAS**, the Technical Transportation Committee reviewed the request at its June 17, 2020 meeting and recommended its inclusion in the FY 2020-2024 Transportation Improvement Program, and

**NOW THEREFORE BE IT RESOLVED** that the Policy Board of the Metropolitan Planning Organization does hereby adopt this amendment to the FY 2020-2024 Transportation Improvement Program for the MPO Planning Area.

ADOPTED on Thursday the 9<sup>th</sup> of July, 2020.

  
Tony Roswarski  
President

  
Sallie Dell Fahey  
Secretary



THE *Area Plan Commission*  
of TIPPECANOE COUNTY

20 NORTH 3RD STREET  
LAFAYETTE, INDIANA 47901-1209

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[www.tippecanoe.in.gov/apc](http://www.tippecanoe.in.gov/apc)

SALLIE DELL FAHEY  
EXECUTIVE DIRECTOR

July 13, 2020  
Ref. No.: 2020-158


Susie Kemp, Local Program Director  
INDOT Crawfordsville District  
41 West 300 North  
Crawfordsville, IN 47933

Dear Susie:

On July 9, 2020, the Policy Board amended the FY 2020-2024 TIP by Resolution T-20-05. The amendment adjusts the FY 2021 Federal funding allocation as a result of the differences between the FY 2020 draft and final funding sharing agreement. Three projects are impacted and they are: 1) Park East Boulevard, des #1700405; 2) North River Road, des #1401279; and 3) Lindberg Road, des # 1173627. Specific details are show in the attached spreadsheet.

Enclosed you will find a copy of the resolution and staff report. The TIP document will be updated and then placed on the APC web page: [ww.tippecanoe.in.gov/APC](http://ww.tippecanoe.in.gov/APC). We will notify you when this occurs. Please call if you have any questions or need additional information.

Sincerely,

  
Sallie Dell Fahey  
Executive Director

cc: Carla Sheets  
Stephanie Vermillion  
Justin Sergent

**TIP AMENDMENT, JULY 9, 2020**

Project	Des Number	Year	Federal Funding	Phase	Before Federal Share	Changes	After Federal Share	After Local Share	After Total Cost	Notes
Park East Boulevard	1700405	2021	STBG	CN	1,495,052	-3,872	1,491,180	165,687	1,656,867	There is a slight reduction in federal funding.
North River Road	1401279	2021	HSIP	CN	738,098	-10,915	727,183	80,798	807,981	There is a slight reduction in federal funding.
Lindberg Road	1173627	2021	TA	CN	213,774	555	214,329	23,814	238,143	There is a slight increase in federal funding. improvements.



THE

# *Area Plan Commission*

of TIPPECANOE COUNTY

20 NORTH 3RD STREET  
LAFAYETTE, INDIANA 47901-1209

(765) 423-9242  
(765) 423-9154 [FAX]  
[www.tippecanoe.in.gov/apc](http://www.tippecanoe.in.gov/apc)

SALLIE DELL FAHEY  
EXECUTIVE DIRECTOR

July 13, 2020  
Ref. No.: 2020-159

Jason Casteel, Transit Planner  
INDOT Room N955-LP  
100 North Senate Avenue  
Indianapolis, IN 46204-2249

Dear Jason:

On July 9, 2020, the Policy Board amended the FY 2020-2024 TIP by Resolution T-20-05. The amendment adds Area IV's FY 2020 Section 5311 Service. Total cost of the service is \$221,407 and the amount of Federal funds is \$59,826. Local match is \$161,581.

Enclosed you will find a copy of the staff report and resolution. The TIP document will be updated and then placed on the APC web page: [ww.tippecanoe.in.gov/APC](http://ww.tippecanoe.in.gov/APC). We will notify you when this occurs. Please call if you have any questions or need additional information.

Sincerely,



Sallie Dell Fahey  
Executive Director



THE

# *Area Plan Commission*

of TIPPECANOE COUNTY

20 NORTH 3RD STREET  
LAFAYETTE, INDIANA 47901-1209

(765) 423-9242  
(765) 423-9154 [FAX]

SALLIE DELL FAHEY  
EXECUTIVE DIRECTOR

June 11, 2020  
Ref. No.: 2020-136

Marcy Walden, Program Funds Manager  
INDOT Crawfordsville District Office  
41 W 300 North  
Crawfordsville, IN 47933

Dear Ms. Walden:

On June 11, 2019, the Policy Board amended the FY 2020-2024 TIP by Resolution T-20-04. The amendment updated a project that is currently programmed in the TIP and programed 13 new projects. The specific details are described in the attached staff report and resolution.

The document will be updated and then placed on the APC web page: [www.tippecanoe.in.gov/APC](http://www.tippecanoe.in.gov/APC). We will notify you when this occurs. Please call if you have any questions or need additional information.

Sincerely,



Sallie Dell Fahey  
Executive Director

cc: Stephani Vermillion  
Justin Sargent  
Susie Kemp  
Carla Sheets

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**FY 2020-2024 TIP Amendment  
Area Plan Commission, Area IV & INDOT**

**Staff Report  
July 1, 2020**

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**BACKGROUND AND REQUEST:**

There are three requests in this amendment. The first request addresses funding changes to FY 2021 Federal Funding as a result of the final FY 2020 sharing agreement with INDOT. The second request involves adding Area IV's rural van service. Finally, the INDOT district office requested changes to several projects.

Update FY 2021 Federal Funding

On February 27, 2020, INDOT distributed the FY 2020 final sharing agreement. It shows that the final amount of federal funds our area received is \$4,963,170. This is slightly less than what was programmed in the TIP (\$4,977,402). INDOT will not have us revisit our project obligations for FY 2020. The difference, \$14,232, will instead be deducted from our FY 2021 allocation. The following table summarizes the funding information.

Federal Funds	Draft FY 2020	Final FY 2020 & Draft FY 2021	Change	Programmable FY 2021 Amount
STBG	\$4,025,530	\$4,021,658	-\$3,872	\$4,017,786
HSIP	\$578,467	\$578,144	-\$323	\$577,821
Section 164	\$159,631	\$149,039	-\$10,592	\$138,447
TA	\$213,774	\$214,329	\$555	\$214,884
Total	\$4,977,402	\$4,963,170	-\$14,232	\$4,948,938

In order to maintain a financially constrained TIP, the following changes need to be made:

**STBG Federal Funds**

The funding for the Park East Boulevard project will be reduced by \$3,872 in federal funds. Construction is currently programmed at \$1,495,052 in STBG Federal funds, and the new amount will be \$1,491,180.

**HSIP and Section 164 Federal funds**

The funding for the North River Road project will be reduced by \$10,915 in federal funds. Construction is currently programmed at \$2,218,207 in safety funds, and the new amount will be \$2,207,292.

**TA Federal funds**

The funding for the Lindberg Road project will be increased by \$555 in federal funding. Funding is currently programmed at \$213,774 in TA Federal funds, and the new amount will be \$214,329.

**Area IV Council on Aging Section 5311 Service**

Area IV is now providing an expanded transportation service within Tippecanoe County. The service is a demand-response system that serves residents who live outside of the Census-defined urbanized area. This service is open to public, so anyone can use it. The cost is \$5.00 per person for a one-way trip. If the person is 60 or older, Area IV only asks for a donation. Service is provided Monday through Friday and between the hours of 8:30 AM and 4:30 PM.

This service is part of the Federal Transit Administration's Section 5311 program, which targets transportation in rural areas. Federal funds are available for capital, planning and operating assistance. Due to INDOT's eligibility requirements, only certain agencies are eligible to receive these funds. For this service, the recipient is Tippecanoe County, and funds are then given to Area IV.

Because Federal funds are being used, the service is required to be in the TIP. The following table provides detailed information:

Year	Federal Funds <i>Section 5311</i>	Local Match	Total Cost
2020	\$59,826	\$161,581	\$221,407

#### INDOT

The district office requested several changes to the TIP, which include deleting two projects, changing the scope and funding of one project, and programming two new projects.

The TIP currently shows several bridge deck patching projects on I-65 which are located just south of SR 43 (des #'s 1901585 and 1901580). Both projects have been added into a district-wide maintenance project, so they no longer need to be shown separately in the TIP.

One project, des #1901578, is also currently shown in the TIP as a bridge maintenance and repair project on I-65 just south of SR 43. The scope of this project has changed from a specific location to district-wide project and the improvements will occur at various locations. The project was let this past May, and INDOT has added a contract option for a second year, FY 2021.

Project des #1901576 is a new project and very similar to the one just mentioned. It is also a district-wide bridge maintenance project. The project was let this past May, and INDOT has added a contract option for a second year, FY 2021.

Finally, the last project is a district-wide maintenance pavement project, which will be let in FY 2021.

The following tables provide detailed information for each individual project:

#### *I-65, 0.58 miles south of SR 43 (des #1901585)*

##### *Bridge Deck Patching*

	Phase	Year	Federal Funds	Federal	State	Total
Remove	PE	2020	NHPP	\$9,000	\$1,000	\$10,000
Remove	CN	2020	NHPP	\$111,906	\$12,434	\$124,340

#### *I-65, 0.23 miles south of SR 43, SB Bridge (des #1901580)*

##### *Bridge Maintenance and Repair*

	Phase	Year	Federal Funds	Federal	State	Total
Remove	PE	2020	NHPP	\$9,000	\$1,000	\$10,000
Remove	CN	2020	NHPP	\$139,670	\$15,519	\$155,189



*Various Locations throughout the Crawfordsville District (des # 1901576)*  
*District-Wide Bridge Maintenance*

	Phase	Year	Federal Funds	Federal	State	Total
New	CN	2020	STBG	\$400,000	\$100,000	\$500,000
New	CN	2021*	STBG	\$400,000	\$100,000	\$500,000

*Various locations throughout the Crawfordsville District (des # 1901578)*  
*District-Wide Bridge Maintenance*

	Phase	Year	Federal Funds	Federal	State	Total
New	CN	2020	STBG	\$400,000	\$100,000	\$500,000
New	CN	2021*	STBG	\$400,000	\$100,000	\$500,000

*Various locations throughout the Crawfordsville District (des # 2001643)*  
*District-Wide Pavement Maintenance*

	Phase	Year	Federal Funds	Federal	State	Total
New	CN	2021	NHPP	\$900,000	\$100,000	\$1,000,000

*\*Note: the contract has a renewable option for FY 2021.*

The Technical Transportation Committee reviewed the amendment request at its June 17, 2020 meeting and recommended approval.

**RECOMMENDATION:**

Staff recommends approval of this amendment to the FY 2020-2024 Transportation Improvement Program by adoption of the attached Resolution T-20-05.

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TIP Amendment # 21  
August 13, 2020

Requested by INDOT

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Resolution T-20-06

RESOLUTION TO AMEND THE  
FY 2020-2024 TRANSPORTATION IMPROVEMENT PROGRAM

**WHEREAS**, the Area Plan Commission of Tippecanoe County has been designated the Metropolitan Planning Organization by the Governor, and

**WHEREAS**, it is required that a Transportation Improvement Program be developed and include all local and state transportation projects for which US Department of Transportation funds are being requested, and

**WHEREAS**, the Indiana Department of Transportation requested changed to the FY 2020-2024 Transportation Improvement Program as follows:

Projects	Phase	Federal Funding	Year	Federal Share	Local Share	Total Cost
<i>Various Locations Statewide, Des #2001708</i>						
Throughout State	PE	STBG	2021	\$666,263	\$166,566	\$832,829
Other Type Project (Overhead Sign Structure Inspection)						
<i>Various Locations Statewide, Des #2001709</i>						
Throughout State	PE	STBG	2021	\$200,000	\$50,000	\$250,000
Other Type Project (High Mast Lighting Tower Inspections)						

**WHEREAS**, the Technical Transportation Committee reviewed the request at its July 15, 2020 meeting and recommended its inclusion in the FY 2020-2024 Transportation Improvement Program, and

**NOW THEREFORE BE IT RESOLVED** that the Policy Board of the Metropolitan Planning Organization does hereby adopt this amendment to the FY 2020-2024 Transportation Improvement Program for the MPO Planning Area.

ADOPTED on Thursday the 13<sup>th</sup> of August, 2020.

  
\_\_\_\_\_  
Tony Roswarski  
President

  
\_\_\_\_\_  
Sallie Dell Fahey  
Secretary

THE

# *Area Plan Commission*

of TIPPECANOE COUNTY

20 NORTH 3RD STREET  
LAFAYETTE, INDIANA 47901-1209

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[www.tippecanoe.in.gov/apc](http://www.tippecanoe.in.gov/apc)

SALLIE DELL FAHEY  
EXECUTIVE DIRECTOR

August 25, 2020  
Ref. No.: 2020-192

Marcy Walden, Program Funds Manager  
INDOT Crawfordsville District Office  
41 W 300 North  
Crawfordsville, IN 47933

Dear Ms. Walden:

On August 13, 2020, the Policy Board amended the FY 2020-2024 TIP by Resolution T-20-06. The amendment added two INDOT inspection projects and the specific details are described in the attached staff report and resolution.

The document will be updated and then placed on the APC web page: [www.tippecanoe.in.gov/APC](http://www.tippecanoe.in.gov/APC). We will notify you when this occurs. Please call if you have any questions or need additional information.

Sincerely,



Sallie Dell Fahey  
Executive Director

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**FY 2020-2024 TIP Amendment  
Indiana Department of Transportation**

**Staff Report  
August 5, 2020**

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**BACKGROUND AND REQUEST:**

The Indiana Department of Transportation requested an amendment to program two new statewide projects.

The first project, des #2001708, is an overhead sign structure inspection project. INDOT has approximately 3,700 structures in its inventory, and the funding for FY 2021 will provide for approximately 340 inspections. The average cost per inspection is just under \$2,000. This inspection project began in FY 2016 and this is the last phase of the contract. Many of the signs to be inspected during FY 2021 will be on non-interstate routes.

The second project, des #2001709, is a high-mast lighting tower inspection project. The towers are mainly located at interstate interchanges. Approximately 440 towers will be inspected. The average cost per inspection is approximately \$450. In FY 2020, inspections were performed in the Greenfield and LaPorte districts. Towers in the remaining four districts will be inspected in FY 2021.

The following tables provide detailed information for each project:

*Various Locations Statewide, (des #2001708)*

*Other Type Project (Overhead Sign Structure Inspections)*

	Phase	Year	Federal Funds	Federal	State	Total
New	PE	2021	STBG	\$666,263	\$166,566	\$832,829

*Various Locations Statewide, (des #2001709)*

*Other Type Project (High Mast Lighting Tower Inspections)*

	Phase	Year	Federal Funds	Federal	State	Total
New	PE	2021	STBG	\$200,000	\$50,000	\$250,000

The Technical Transportation Committee reviewed the amendment request at its July 15, 2020 meeting and recommended approval.

**RECOMMENDATION:**

Staff recommends approval of this amendment to the FY 2020-2024 Transportation Improvement Program by adoption of the attached Resolution T-20-06.

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TIP Amendment # 22  
September 10, 2020

Requested by APC & INDOT

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Resolution T-20-07

RESOLUTION TO AMEND THE  
FY 2020-2024 TRANSPORTATION IMPROVEMENT PROGRAM

**WHEREAS**, the Area Plan Commission of Tippecanoe County has been designated the Metropolitan Planning Organization by the Governor, and

**WHEREAS**, it is required that a Transportation Improvement Program be developed and include all local and state transportation projects for which US Department of Transportation funds are being requested, and

**WHEREAS**, the Indiana Department of Transportation requested changed to the FY 2020-2024 Transportation Improvement Program as follows:

Projects	Phase	Year	Federal Funding	Federal Share	Local Share	Total Cost
<i>Park East Boulevard, Des # 1700405</i>						
Haggerty Lane to SR 38	CN	2021	STBG	\$1,487,310	\$690,987	\$2,409,000
New Road Construction			Bonus	\$230,703		
<i>North River Road, Des # 1401279</i>						
at CR 500N	CN	2021	HSIP ('21)	\$716,267	\$1,525,064	\$3,815,000
Intersection Improvement			STBG ('21)	\$93,560		
			T.H. MPO	\$573,000		
			Rural Pro.	\$169,011		
			HSIP ('22)	\$738,098		
<i>Lindberg Road, Des # 1173627</i>						
Klondike to Rel. US 231	CN	2021	STBG	\$2,436,918	\$1,466,977	\$4,118,778
Road Recon. & Widening			TA	\$214,883		
<i>SR 28, Des # 1592968</i>						
from US 231 to US 52	RW	2021	STBG	\$554,908	\$138,727	\$693,635
Road Rehabilitation	CN	2022	STBG	\$12,291,053	\$3,072,763	\$15,363,816
<i>SR 38, Des # 2000519</i>						
South Fork Wildcat Creek	RW	2022	NHPP	\$4,000	\$1,000	\$5,000
Scour Protection, Erosion						
<i>US 52, Des # 1900666</i>						
0.8 mi. south of SR 26	PE	2021	STBG	\$12,000	\$3,000	\$15,000
Bridge Thin Deck Overlay						
<i>SR 225, Des # 1593270</i>						
0.6 mi. north of SR 25	PE	2021	STBG	\$12,000	\$3,000	\$15,000
Bridge Rehab or Repair	CN	2022	STBG	\$3,797,407	\$949,351	\$4,746,758
<i>I-65, Des # 1900647</i>						
at SR 38 interchange	PE	2021	NHPP	\$18,000	\$2,000	\$20,000
Concrete Pavement Restoration						
<i>I-65, Des # 1902678</i>						
CR 100W to US 24	PE	2021	NHPP	\$73,890	\$8,210	\$82,100
Plant Shrub Windbreak						

**WHEREAS**, the Technical Transportation Committee reviewed the request at its August 19, 2020 meeting and recommended its inclusion in the FY 2020-2024 Transportation Improvement Program, and

**NOW THEREFORE BE IT RESOLVED** that the Policy Board of the Metropolitan Planning Organization does hereby adopt this amendment to the FY 2020-2024 Transportation Improvement Program for the MPO Planning Area.

ADOPTED on Thursday the 10<sup>th</sup> of September, 2020.

  
\_\_\_\_\_  
Tony Roswarski  
President

  
\_\_\_\_\_  
Sallie Dell Fahey  
Secretary



THE

# Area Plan Commission

of TIPPECANOE COUNTY

20 NORTH 3RD STREET  
LAFAYETTE, INDIANA 47901-1209

(765) 423-9242  
(765) 423-9154 [FAX]  
[www.tippecanoe.in.gov/apc](http://www.tippecanoe.in.gov/apc)

SALLIE DELL FAHEY  
EXECUTIVE DIRECTOR

September 11, 2020  
Ref. No.: 2020-227

Susie Kemp, Local Program Director  
INDOT Crawfordsville District  
41 West 300 North  
Crawfordsville, IN 47933

Dear Susie:

On September 10, 2020, the Policy Board amended the FY 2020-2024 TIP by Resolution T-20-07. The amendment corrects a calculation error that occurred when updating the FY 2021 Federal funding allocations this past July in Resolution T-20-05. Three projects are impacted, and they are: 1) Park East Boulevard, des #1700405; 2) North River Road, des #1401279; and 3) Lindberg Road, des #1173627. Specific details are show in the attached spreadsheet.

Enclosed you will find a copy of the resolution and staff report. The TIP document will be updated and then placed on the APC web page: [ww.tippecanoe.in.gov/APC](http://ww.tippecanoe.in.gov/APC). We will notify you when this occurs. Please call if you have any questions or need additional information.

Sincerely,



Sallie Dell Fahey  
Executive Director

cc: Carla Sheets  
Stephanie Vermillion  
Justin Sergent

# TIP AMENDMENT, SEPTEMBER 10, 2020

Project	Des Number	Year	Federal Funding	Phase	Before Federal Share	Changes	After Federal Share	After Local Share	After Total Cost	Notes
Park East Boulevard	1700405	2021	STBG	CN	1,491,180	-3,872	1,487,310	165,257	1,652,567	There is another slight reduction in federal funding due to an incorrect calculation in the July 2020 TIP amendment.
North River Road	1401279	2021	HSIP	CN	727,183	-10,915	716,267	79,585	795,852	There is another slight reduction in federal funding due to an incorrect calculation in the July 2020 TIP amendment.
Lindberg Road	1173627	2021	TA	CN	214,329	555	214,883	23,876	238,759	There is another slight increase in federal funding due to an incorrect calculation in the July 2020 TIP amendment.



THE

# Area Plan Commission

of TIPPECANOE COUNTY

20 NORTH 3RD STREET  
LAFAYETTE, INDIANA 47901-1209

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SALLIE DELL FAHEY  
EXECUTIVE DIRECTOR

September 11, 2020  
Ref. No.: 2020-228

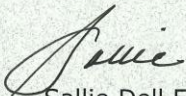
Marcy Walden, Program Funds Manager  
INDOT Crawfordsville District Office  
41 W 300 North  
Crawfordsville, IN 47933

Dear Ms. Walden:

On September 10, 2020, the Policy Board amended the FY 2020-2024 TIP by Resolution T-20-07. The amendment added preliminary engineering and right-of-way funding to six INDOT projects and updated the fiscal year construction dates for two. The specific details are described in the attached staff report and resolution.

The document will be updated and then placed on the APC web page: [www.tippecanoe.in.gov/APC](http://www.tippecanoe.in.gov/APC). We will notify you when this occurs. Please call if you have any questions or need additional information.

Sincerely,



Sallie Dell Fahey  
Executive Director

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**FY 2020-2024 TIP Amendment  
Area Plan Commission and  
Indiana Department of Transportation**

**Staff Report  
September 2, 2020**

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**BACKGROUND AND REQUEST:**

There are two requests in this amendment. The first corrects an error in recalculating the FY 2021 Federal funding amounts for three local projects. The second adds either preliminary engineering or right-of-way funding to six INDOT projects and changes two of those projects' construction dates.

FY 2021 Federal Funding Correction

In July, the Policy Board was presented with an amendment request to adjust the FY 2021 Federal STBG, Safety and TA funds. This was due to the FY 2020 final sharing agreement, which made some changes from previous versions of the sharing agreement. After the amendment's adoption, it was discovered there was a reference error in the spreadsheet calculations. The total programmable amount for FY 2021 that was shown in the staff report, \$4,948,938, was correct. However, the adjusted funding amounts for individual projects were incorrect.

When the TIP was developed, FY 2021 funding reflected the draft FY 2020 sharing agreement. With the release of the final sharing agreement earlier this year, MPOs were instructed to use new funding amounts for FY 2021. The spreadsheet that was put together to calculate the individual project funding amounts did not correctly reference the new amount, but instead referenced the old 2020 amounts. Thus, the amounts shown in the June staff report for each individual project were not correct. There should have been an additional reduction of \$3,872 in STBG and \$10,915 in HSIP and Section 164 funds and an increase of \$555 in TA funding. The correctly adjusted amounts are:

Project	Fund Type	Corrected Amounts
Park East Boulevard	STBG	\$1,487,310
North River Road	HSIP/Section 164	\$2,196,376
Lindberg Road	TA	\$214,883

Indiana Department of Transportation

The District Office requested changes to six projects that are already programmed in the TIP. Funding for preliminary engineering is being added to four projects, which are located on US 52, SR 225, and I-65. The projects on US 52 and SR 225 involve a thin deck overlay and bridge rehabilitation/repair, respectively. One project on I-65 is a concrete pavement restoration project and the other is the shrub windbreak. Funding for preliminary engineering for all four projects is programmed for FY 2021.

Funding for right-of-way acquisition is being added to two projects, which are located on SR 28 and SR 38, respectively. The project on SR 28 is a road rehabilitation project and right-of-way acquisition is anticipated to begin in FY 2021. The SR 38 project is a bridge scour protection project and right-of-way acquisition is anticipated to begin in FY 2022.



The construction dates for the SR 28 and SR 225 projects have changed. The TIP currently shows both going to construction in FY 2020. They will now be let for construction in FY 2022. In addition to changing the letting date, the construction costs have increased.

The following tables provide detailed information for each project:

*SR 28, from US 231 to US 52, (des #1592968)*

*HMA Overlay (Road Rehabilitation)*

	Phase	Year	Federal Funds	Federal	State	Total
New	RW	2021	STBG	\$554,908	\$138,727	\$693,635
Update	CN	2022	STBG	\$12,291,053	\$3,072,763	\$15,363,816

*SR 38, 1.70 miles east of fl-65 over the South Fork of the Wildcat Creek, (des #2000519)*

*Scour Protection (Erosion)*

	Phase	Year	Federal Funds	Federal	State	Total
New	RW	2022	NHPP	\$4,000	\$1,000	\$5,000

*US 52, 0.08 mile south of SR 26, (des #1900666)*

*Bridge Thin Deck Overlay*

	Phase	Year	Federal Funds	Federal	State	Total
New	PE	2021	STBG	\$12,000	\$3,000	\$15,000

*SR 225, 0.6 miles north of Old SR 25, (des #1593270)*

*Bridge Rehab or Repair*

	Phase	Year	Federal Funds	Federal	State	Total
New	PE	2021	STBG	\$12,000	\$3,000	\$15,000
Update	CN	2022	STBG	\$3,797,407	\$949,351	\$4,746,758

*I-65, at SR 38, Interchange Ramp Pavement, (des #1900647)*

*Concrete Pavement Restoration*

	Phase	Year	Federal Funds	Federal	State	Total
New	PE	2021	NHPP	\$18,000	\$2,000	\$20,000

*I-65, from CR 100W to US 24 Interchange I-65, (des #1902678)*

*Other Type Project (Shrub Windbreak)*

	Phase	Year	Federal Funds	Federal	State	Total
New	PE	2021	NHPP	\$73,890	\$8,210	\$82,100

The Technical Transportation Committee reviewed the amendment request at its August 19, 2020 meeting and recommended approval.

**RECOMMENDATION:**

Staff recommends approval of this amendment to the FY 2020-2024 Transportation Improvement Program by adoption of the attached Resolution T-20-07.

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TIP Amendment # 23  
October 8, 2020

Requested by INDOT

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Resolution T-20-08

RESOLUTION TO AMEND THE  
FY 2020-2024 TRANSPORTATION IMPROVEMENT PROGRAM

**WHEREAS**, the Area Plan Commission of Tippecanoe County has been designated the Metropolitan Planning Organization by the Governor, and

**WHEREAS**, it is required that a Transportation Improvement Program be developed and include all local and state transportation projects for which US Department of Transportation funds are being requested, and

**WHEREAS**, the Indiana Department of Transportation requested changed to the FY 2020-2024 Transportation Improvement Program as follows:

Projects	Phase	Federal Funding	Year	Federal Share	Local Share	Total Cost
<i>SR 25, Des #1800413</i>						
SB bdg over Buck Creek Bridge Thin Deck Overlay	PE	STBG	2021	4,000	1,000	5,000
<i>SR 25, Des #1800414</i>						
NB bdg over Buck Creek Bridge Thin Deck Overlay	PE	STBG	2021	4,000	1,000	5,000
<i>SR 25, Des #1800419</i>						
NB bdg over Sugar Creek Bridge Thin Deck Overlay	PE	STBG	2021	4,000	1,000	5,000
<i>SR 25, Des #1800420</i>						
SB bdg over Sugar Creek Bridge Thin Deck Overlay	PE	STBG	2021	4,000	1,000	5,000
<i>SR 25, Des #1800437</i>						
NB bdg over No Name Creek Bridge Thin Deck Overlay	PE	STBG	2021	4,000	1,000	5,000
<i>SR 25, Des #1800441</i>						
SB bdg over No Name Creek Bridge Thin Deck Overlay	PE	STBG	2021	4,000	1,000	5,000
<i>SR 25, Des #1800445</i>						
CR 300N bdg Bridge Thin Deck Overlay	PE	STBG	2021	4,000	1,000	5,000
<i>US 52, Des #2002033</i>						
Over NS Railroad Bridge Deck Overlay	PE	STBG	2021	88,000	22,000	110,000
	UT/RR	STBG	2023	64,000	16,000	80,000
<i>US 52, Des #2002042</i>						
Over Gaylord Branch Bridge Thin Deck Overlay	PE	STBG	2021	80,000	20,000	100,000
<i>US 52, Des #2002143</i>						
WB bdg over Wabash River Bridge Thin Deck Overlay	PE	STBG	2021	120,000	30,000	150,000
	CN	STBG	2024	1,159,885	289,971	1,449,856

Projects	Phase	Federal Funding	Year	Federal Share	Local Share	Total Cost
<i>US 52, Des #2002144</i>						
EB bdg over Wabash River	PE	STBG	2021	120,000	30,000	150,000
Bridge Thin Deck Overlay	CN	STBG	2024	1,159,885	289,971	1,449,856
<i>US 52, Des #2002394</i>						
CR 400S to Clinton Co.	PE	STBG	2021	160,000	40,000	200,000
Auxiliary Lanes	UT/RR	STBG	2021	8,000	2,000	10,000
	CN	STBG	2022	1,316,677	329,169	1,645,846
<i>SR 225, Des #1593270</i>						
Remove Project						
<i>SR 225, Des #2002077</i>						
Bdg over Wabash River	PE	STBG	2021	400,000	100,000	500,000
Bridge Rehab or Repair						
<i>I-65, Des #2001743</i>						
SB bdg over NS RR	PE	NHPP	2021	81,000	9,000	90,000
Bridge Deck Overlay	UT/RR	NHPP	2022	90,000	10,000	100,000
<i>I-65, Des #2001932</i>						
At CR 680S	PE	NHPP	2021	45,000	5,000	50,000
Structure Pipe Lining	RW	NHPP	2022	27,000	3,000	30,000
<i>I-65, Des #2002107</i>						
NB bdg over NS RR	PE	NHPP	2021	81,000	9,000	90,000
Bridge Deck Overlay	UT/RR	NHPP	2022	90,000	10,000	100,000
<i>I-65, Des #2002108</i>						
NB bdg over SR 38	PE	NHPP	2021	94,500	10,500	105,000
Bridge Deck Overlay						
<i>I-65, Des #2002109</i>						
SB bdg over SR 38	PE	NHPP	2021	108,000	12,000	120,000
Bridge Deck Overlay						
<i>I-65, Des #2002110</i>						
NB bdg over SR 26	PE	NHPP	2021	36,000	4,000	40,000
Bridge Deck Overlay						
<i>I-65, Des #2002111</i>						
SB bdg over SR 26	PE	NHPP	2021	36,000	4,000	40,000
Bridge Deck Overlay						
<i>I-65, Des #2002112</i>						
NB bdg over Wildcat Creek	PE	NHPP	2021	54,000	6,000	60,000
Bridge Thin Deck Overlay	CN	NHPP	2024	501,873	55,764	557,637
<i>I-65, Des #2002113</i>						
SB bdg over Wildcat Creek	PE	NHPP	2021	49,500	5,500	55,000
Bridge Thin Deck Overlay	CN	NHPP	2024	501,873	55,764	557,637
<i>I-65, Des #2002114</i>						
NB bdg over CSX & 9 <sup>th</sup> St.	PE	NHPP	2021	270,000	30,000	300,000
Bridge Deck Replacement	UT/RR	NHPP	2022	135,000	15,000	150,000
	CN	NHPP	2024	3,284,714	364,968	3,649,682

Projects	Phase	Federal Funding	Year	Federal Share	Local Share	Total Cost
<i>I-65, Des #2002115</i>						
SB bdg over CSX & 9 <sup>th</sup> St.	PE	NHPP	2021	171,000	19,000	190,000
Bridge Deck Replacement	UT/RR	NHPP	2022	135,000	15,000	150,000
	CN	NHPP	2024	1,690,662	187,851	1,878,513
<i>I-65, Des #2002116</i>						
NB bdg over Prophets Rock	PE	NHPP	2021	144,000	16,000	160,000
Bridge Deck Replacement	CN	NHPP	2024	1,449,139	161,015	1,610,154
<i>I-65, Des #2002117</i>						
SB bdg over Prophets Rock	PE	NHPP	2021	144,000	16,000	160,000
Bridge Deck Replacement	CN	NHPP	2024	1,449,139	161,015	1,610,154
<i>I-65, Des #2002364</i>						
CR 725N bdg over I-65	PE	NHPP	2021	160,000	40,000	200,000
Bridge Deck Replacement	CN	NHPP	2024	1,457,023	364,256	1,821,279
<i>Various Locations, Des #1801404</i>						
Within District	PE	HSIP	2021	5,400	600	6,000
Traffic Sig. Modernization	CN	HSIP	2021	949,604	105,511	1,055,115
At Sagamore & Cumberland and SR 225 & Wabash Avenue						
<i>Various Locations, Des #2001644</i>						
District Wide	CN	STBG	2022	800,000	200,000	1,000,000
Bridge Maintenance						
<i>Various Locations, Des #2002396</i>						
District Wide	PE	HSIP	2021	63,000	7,000	70,000
Centerline and Edge	CN	HSIP	2022	184,277	20,475	204,752
Rumble Stripes						

**WHEREAS**, the Technical Transportation Committee reviewed the request at its September 16, 2020 meeting and recommended its inclusion in the FY 2020-2024 Transportation Improvement Program, and

**NOW THEREFORE BE IT RESOLVED** that the Policy Board of the Metropolitan Planning Organization does hereby adopt this amendment to the FY 2020-2024 Transportation Improvement Program for the MPO Planning Area.

ADOPTED on Thursday the 8<sup>th</sup> of October, 2020.

  
 Tony Roswarski  
 President

  
 Sallie Dell Fahey  
 Secretary



THE

# Area Plan Commission

of TIPPECANOE COUNTY

20 NORTH 3RD STREET  
LAFAYETTE, INDIANA 47901-1209

(765) 423-9242  
(765) 423-9154 [FAX]  
[www.tippecanoe.in.gov/apc](http://www.tippecanoe.in.gov/apc)

SALLIE DELL FAHEY  
EXECUTIVE DIRECTOR

October 9, 2020  
Ref. No.: 2020-252

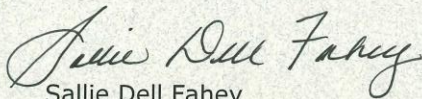
Marcy Walden, Program Funds Manager  
INDOT Crawfordsville District Office  
41 W 300 North  
Crawfordsville, IN 47933

Dear Ms. Walden:

On October 8, 2020, the Policy Board amended the FY 2020-2024 TIP by Resolution T-20-08. The amendment added funding for preliminary engineering to seven projects on SR 25, removed and add projects on SR 225, added five new projects on US 52, added 14 new projects on I-65 and added three new district-wide projects. The specific details are described in the attached staff report and resolution.

The document will be updated and then placed on the APC web page: [www.tippecanoe.in.gov/APC](http://www.tippecanoe.in.gov/APC). We will notify you when this occurs. Please call if you have any questions or need additional information.

Sincerely,



Sallie Dell Fahey  
Executive Director



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**FY 2020-2024 TIP Amendment  
Indiana Department of Transportation**

**Staff Report  
September 30, 2020**

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**BACKGROUND AND REQUEST:**

The Indiana Department of Transportation requests an amendment to update seven projects that are currently programmed, remove one project, and program 23 new ones.

The seven projects to be updated with this amendment are located on the Hoosier Heartland and all of them are thin deck overlays. Funds for preliminary engineering are being added to conduct the NEPA review and this work will begin in FY 2021.

The TIP currently shows a bridge rehabilitation or repair project for the SR 225 bridge over the Wabash River, des # 1593270. This amendment removes this provisional project and replaces it with a new one, des # 2002077. The bridge rehabilitation/repair work was approved and it was assigned a new des number. Preliminary engineering will begin this fiscal year.

Five new projects target improvements on US 52, most of which are bridge projects. Three of them are either a deck overlay or thin deck overlay. The deck overlay project targets the bridge over the Norfolk Southern Railroad and the thin deck overlay projects target both the eastbound and westbound bridges over the Wabash River. The other bridge project involves replacing the superstructure on a bridge over the Gaylord Branch. Finally, the last new project will add auxiliary lanes at various intersections on US 52 south of CR 400S. Preliminary engineering for all five projects will begin in FY 2021. Funding for utility and railroad coordination will begin in FY 2023 on the US 52 Norfolk Southern bridge project and FY 2021 for the US 52 auxiliary lane project.

14 new projects are located on I-65, and only one does not involve bridge work. An overlay will be applied to both the northbound and southbound bridges over the Norfolk Southern Railroad (south of SR 38). An overlay will be applied to the northbound and southbound SR 26 and SR 38 bridges. Preliminary engineering is scheduled for FY 2021. A thin deck overlay will be applied to the northbound and southbound bridges over the Wildcat Creek. Preliminary engineering will begin in FY 2021 with construction in FY 2024. Five bridge decks will be replaced, and these projects include the northbound and southbound bridges over the CSX Railroad, North 9<sup>th</sup> Street and Burnett Creek, the northbound and southbound bridges over Prophets Rock Road and the CR 725 bridge over I-65. Preliminary engineering is scheduled to begin in FY 2021 with construction in FY 2024. All four projects involving the Norfolk Southern and CSX Railroads have additional funding programmed for utility and railroad coordination.

The remaining new project on I-65 is a pipe lining project which is located near CR 680S. Preliminary engineering will begin in FY 2021 with construction in FY 2022.

Three new district-wide projects are being added. The first is a centerline and edge striping project with constructed in FY 2022. The second is a bridge maintenance project and construction is scheduled for FY 2022. Finally, a traffic signal modernization project is being added. Two intersections within Tippecanoe County are included, and they are the Sagamore

Parkway and Cumberland Avenue intersection and the signal on SR 225 at the Wabash River Bridge. It should be noted that the TIP currently shows the Sagamore and Cumberland signal improvements in a different project, des # 2001146. Those signal improvements have been moved to the new project. The project currently in the TIP will remain because it also includes upgrades to the signal at US 52 and Brady Lane. Construction for these projects is targeted for this fiscal year.

The following tables provide detailed information for each individual project:

*SR 25, 5.00 miles north of I-65, southbound bridge over Buck Creek (des # 1800413)*

*Bridge Thin Deck Overlay*

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	Phase	Year	Federal Funds	Federal	State	Total
Add	PE	2021	STBG	4,000	1,000	5,000

*SR 25, 5.00 miles north of I-65, northbound bridge over Buck Creek (des #1800414)*

*Bridge Thin Deck Overlay*

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	Phase	Year	Federal Funds	Federal	State	Total
Add	PE	2021	STBG	4,000	1,000	5,000

*SR 25, 8.10 miles north of I-65, northbound bridge over Sugar Creek (des #1800419)*

*Bridge Thin Deck Overlay*

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	Phase	Year	Federal Funds	Federal	State	Total
Add	PE	2021	STBG	4,000	1,000	5,000

*SR 25, 8.10 miles north of I-65, southbound bridge over Sugar Creek (des # 1800420)*

*Bridge Thin Deck Overlay*

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	Phase	Year	Federal Funds	Federal	State	Total
Add	PE	2021	STBG	4,000	1,000	5,000

*SR 25, 9.80 miles north of I-65, northbound bridge over No Name Creek (des # 1800437)*

*Bridge Thin Deck Overlay*

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	Phase	Year	Federal Funds	Federal	State	Total
Add	PE	2021	STBG	4,000	1,000	5,000

*SR 25, 9.80 miles north of I-65, southbound bridge over No Name Creek (des # 1800441)*

*Bridge Thin Deck Overlay*

---

	Phase	Year	Federal Funds	Federal	State	Total
Add	PE	2021	STBG	4,000	1,000	5,000

*SR 25, 1.30 mile north of I-65, CR 300N bridge (des # 1800445)*

*Bridge Thin Deck Overlay*

---

	Phase	Year	Federal Funds	Federal	State	Total
Add	PE	2021	STBG	4,000	1,000	5,000

US 52, 1.09 miles east of US 231 over Norfolk Southern Railroad (des # 2002033)  
Bride Deck Overlay

	Phase	Year	Federal Funds	Federal	State	Total
New	PE	2021	STBG	88,000	22,000	110,000
New	UT/RR	2023	STBG	64,000	16,000	80,000

US 52, 2.65 west of US 231 over Gaylord Branch (des # 2002042)  
Replace Superstructure

	Phase	Year	Federal Funds	Federal	State	Total
New	PE	2021	STBG	80,000	20,000	100,000

US 52, 0.87 miles west of east junction of US 231, westbound bridge over Wabash River (des # 2002143)  
Bridge Thin Deck Overlay

	Phase	Year	Federal Funds	Federal	State	Total
New	PE	2021	STBG	120,000	30,000	150,000
New	CN	2024	STBG	1,159,885	289,971	1,449,856

US 52, 0.87 miles west of east junction of US 231, eastbound bridge over Wabash River (des # 2002144)  
Bride Thin Deck Overlay

	Phase	Year	Federal Funds	Federal	State	Total
New	PE	2021	STBG	120,000	30,000	150,000
New	CN	2024	STBG	1,159,885	289,971	1,449,856

US 52, from CR 400S in Tippecanoe County to CR 700S in Clinton County (des #2002394)  
Auxiliary Lanes, Accel & Decel or Turn Lanes

	Phase	Year	Federal Funds	Federal	State	Total
New	PE	2021	STBG	160,000	40,000	200,000
New	UT/RR	2021	STBG	8,000	2,000	10,000
New	CN	2022	STBG	1,316,677	329,169	1,645,846

SR 225, 0.60 miles north of Old SR 25 (des # 1593270)  
Bridge Rehab or Repair  
Project eliminated and replaced with des #2002077

US 225, 0.60 miles north of Old SR 25 (des # 2002077)  
Bridge Rehab or Repair

	Phase	Year	Federal Funds	Federal	State	Total
New	PE	2021	STBG	400,000	100,000	500,000

*I-65, 0.06 miles south of SR 38, southbound bridge over Norfolk Southern Railroad (des # 2001743)*

*Bridge Deck Overlay*

	Phase	Year	Federal Funds	Federal	State	Total
New	PE	2021	NHPP	81,000	9,000	90,000
New	UT/RR	2022	NHPP	90,000	10,000	100,000

*I-65, CR 680S over Ditch (des # 2001932)*

*Small Structure Pipe Lining*

	Phase	Year	Federal Funds	Federal	State	Total
New	PE	2021	NHPP	45,000	5,000	50,000
New	RW	2022	NHPP	27,000	3,000	30,000

*I-65, 0.06 miles south of SR 38, northbound bridge over Norfolk Southern Railroad (des # 2002107)*

*Bridge Deck Overlay*

	Phase	Year	Federal Funds	Federal	State	Total
New	PE	2021	NHPP	81,000	9,000	90,000
New	UT/RR	2022	NHPP	90,000	10,000	100,000

*I-65, 3.57 miles south of SR 26, northbound bridge over SR 38 (des # 2002108)*

*Bridge Deck Overlay*

	Phase	Year	Federal Funds	Federal	State	Total
New	PE	2021	NHPP	94,500	10,500	105,000

*I-65, 3.57 miles south of SR 26, southbound bridge over SR 38 (des # 2002109)*

*Bridge Deck Overlay*

	Phase	Year	Federal Funds	Federal	State	Total
New	PE	2021	NHPP	108,000	12,000	120,000

*I-65, 3.04 miles south of SR 25, northbound bridge over SR 26 (des # 2002110)*

*Bridge Deck Overlay*

	Phase	Year	Federal Funds	Federal	State	Total
New	PE	2021	NHPP	36,000	4,000	40,000

*I-65, 3.04 miles south of SR 25, southbound bridge over SR 26 (des # 2002111)*

*Bridge Deck Overlay*

	Phase	Year	Federal Funds	Federal	State	Total
New	PE	2021	NHPP	36,000	4,000	40,000

*I-65, 1.04 miles south of SR 25, northbound bridge over Wildcat Creek (des # 2002112)*  
*Bridge Thin Deck Overlay*

	Phase	Year	Federal Funds	Federal	State	Total
New	PE	2021	NHPP	54,000	6,000	60,000
New	CN	2024	NHPP	501,873	55,764	557,637

*I-65, 1.04 miles south of SR 25, southbound bridge over Wildcat Creek (des # 2002113)*  
*Bridge Thin Deck Overlay*

	Phase	Year	Federal Funds	Federal	State	Total
New	PE	2021	NHPP	49,500	5,500	55,000
New	CN	2024	NHPP	501,873	55,764	557,637

*I-65, 0.58 miles south of SR 43, northbound bridge over CSX, N 9<sup>th</sup> Street, Burnett Creek (des # 2002114)*  
*Bridge Deck Replacement*

	Phase	Year	Federal Funds	Federal	State	Total
New	PE	2021	NHPP	270,000	30,000	300,000
New	UT/RR	2022	NHPP	135,000	15,000	150,000
New	CN	2024	NHPP	3,284,714	364,968	3,649,682

*I-65, 0.58 miles south of SR 43, southbound over CSX, N 9<sup>th</sup> Street, Burnett Creek (des # 2002115)*  
*Bridge Deck Replacement*

	Phase	Year	Federal Funds	Federal	State	Total
New	PE	2021	NHPP	171,000	19,000	190,000
New	UT/RR	2022	NHPP	135,000	15,000	150,000
New	CN	2024	NHPP	1,690,662	187,851	1,878,513

*I-65, 0.23 miles south of SR 43, northbound bridge over Prophets Rock Road (des # 2002116)*  
*Bridge Deck Replacement*

	Phase	Year	Federal Funds	Federal	State	Total
New	PE	2021	NHPP	144,000	16,000	160,000
New	CN	2024	NHPP	1,449,139	161,015	1,610,154

*I-65, 0.23 miles south of SR 43, southbound bridge over Prophets Rock Road (des # 2002117)*  
*Bridge Deck Replacement*

	Phase	Year	Federal Funds	Federal	State	Total
New	PE	2021	NHPP	144,000	16,000	160,000
New	CN	2024	NHPP	1,449,139	161,015	1,610,154

*I-65, 2.50 miles north of SR 43, CR 725N over I-65 (des # 2002364)*  
*Bridge Deck Replacement      New project*

	Phase	Year	Federal Funds	Federal	State	Total
New	PE	2021	NHPP	160,000	40,000	200,000
New	CN	2024	NHPP	1,457,023	364,256	1,821,279

*Various Locations in Crawfordsville District (des # 1801404)*  
*Traffic Signal Modernization (Sagamore Parkway at Cumberland Avenue & SR 225 at Wabash River bridge are the only signals in Tippecanoe County)*

	Phase	Year	Federal Funds	Federal	State	Total
New	PE	2021	HSIP	5,400	600	6,000
New	CN	2021	HSIP	949,604	105,511	1,055,115

*Various Locations in Crawfordsville District (des # 2001644)*  
*District-Wide Bridge Maintenance*

	Phase	Year	Federal Funds	Federal	State	Total
New	CN	2022	STBG	800,000	200,000	1,000,000

*Various Locations in Crawfordsville District (des # 2002396)*  
*Centerline and Edge Line Rumble Stripes*

	Phase	Year	Federal Funds	Federal	State	Total
New	PE	2021	HSIP	63,000	7,000	70,000
New	CN	2022	HSIP	184,277	20,475	204,752

The Technical Transportation Committee reviewed the amendment request at its September 16, 2020 meeting and recommended approval.

**RECOMMENDATION:**

Staff recommends approval of this amendment to the FY 2020-2024 Transportation Improvement Program by adoption of the attached Resolution T-20-08.



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TIP Amendment # 24  
November 12, 2020

Requested by CityBus

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Resolution T-20-09

RESOLUTION TO AMEND THE  
FY 2020-2024 TRANSPORTATION IMPROVEMENT PROGRAM

**WHEREAS**, the Area Plan Commission of Tippecanoe County has been designated the Metropolitan Planning Organization by the Governor, and

**WHEREAS**, it is required that a Transportation Improvement Program be developed and include all local and state transportation projects for which US Department of Transportation funds are being requested, and

**WHEREAS**, the Greater Lafayette Public Transportation Corporation, CityBus, requested changes to the FY 2020-2024 Transportation Improvement Program as follows:

Projects	Phase	Year (CY)	Federal Funding	Federal Share	Local Share	Total Cost
<i>Paratransit Buses, Des # 2002549</i>	EQ	2021	Section 5310	\$329,946	\$84,487	\$414,433
<i>Travel Training, Des # 2002549</i>	OP	2021	Section 5310	\$53,988	\$13,497	\$67,485
<i>2A/2B Route Extensions, Des # 2002549</i>	OP	2021	Section 5310	\$30,000	\$36,277	\$66,277
<i>9<sup>th</sup> Street/Wabash Avenue Route, Des # 2002549</i>	OP	2021	Section 5310	\$95,000	\$112,426	\$207,426
<i>CNG Refueling Station Expansion, Des # 2002550</i>	CN	2021	Section 5339	\$1,200,000	\$300,000	\$1,500,000

**WHEREAS**, the Greater Lafayette Public Transportation Corporation Board of Directors reviewed and approved the new projects at its June 24, 2020, August 23, 2020, and October 28, 2020 meetings and,

**WHEREAS**, the Technical Transportation Committee reviewed the request at its October 21, 2020 meeting and recommended its inclusion in the FY 2020-2024 Transportation Improvement Program, and

**NOW THEREFORE BE IT RESOLVED** that the Policy Board of the Metropolitan Planning Organization does hereby adopt this amendment to the FY 2020-2024 Transportation Improvement Program for the MPO Planning Area.

ADOPTED on Thursday the 12<sup>th</sup> of November, 2020.

  
Tony Roswarski  
President

  
Sallie Dell Fahey  
Secretary

THE

# Area Plan Commission

of TIPPECANOE COUNTY

20 NORTH 3RD STREET  
LAFAYETTE, INDIANA 47901-1209

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[www.tippecanoe.in.gov/apc](http://www.tippecanoe.in.gov/apc)

SALLIE DELL FAHEY  
EXECUTIVE DIRECTOR

November 13, 2020

Ref. No.: 2020-282

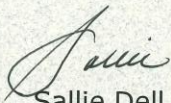
Jason Casteel, Transit Planner  
INDOT Room N955-Transit  
100 North Senate Avenue  
Indianapolis, IN 46204-2249

Dear Jason:

On November 12, 2020, the Policy Board amended the FY 2020-2024 TIP by Resolution T-20-09. The amendment programs four Section 5310 projects which include paratransit vehicle replacements, travel training, operating the 2A/2B route extension and operating a new route, 9<sup>th</sup> Street and Wabash Avenue. The Section 5339 project involves expanding the CNG refueling station.

Enclosed you will find a copy of the staff report and resolution. The TIP document will be updated and then placed on the APC web page: [www.tippecanoe.in.gov/APC](http://www.tippecanoe.in.gov/APC). We will notify you when this occurs. Please call if you have any questions or need additional information.

Sincerely,



Sallie Dell Fahey  
Executive Director

cc: Marty Sennett, General Manager  
Susie Kemp, INDOT Crawfordsville Office  
Carla Sheets, INDOT Crawfordsville Office



**BACKGROUND AND REQUEST:**

CityBus requests an amendment to program Section 5310 and Section 5339 funds.

**Section 5310 Funds**

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Section 5310 funds are Federal Transit Administration, FTA, special federal funds that assist transit providers and non-profit groups in meeting the transportation needs of older adults and people with disabilities. These funds are given to State DOTs and the funds are given to transit providers through grant awards.

INDOT awarded CityBus two Section 5310 grants: \$25,946 and \$482,988 in FY 2019 funds. These funds will be used for four projects and they are:

Description	Federal Share	Local Share	Total Cost
Paratransit Vehicles (4)	\$329,946	\$84,487	\$412,433
Travel Training	\$53,988	\$13,497	\$67,485
Operating, 2A/2B Route Expansion	\$30,000	\$36,277	\$66,277
Operating, New Route, 9 <sup>th</sup> St./Wabash Ave.	\$95,000	\$112,426	\$207,426

**Paratransit Vehicles**

Procurement of four (4) CNG paratransit vehicles to replace the following paratransit vehicles: 2015 (#446 and #447), 2017 (#448) and 2019 (#449). The vehicles have met or will meet FTA's replacement criteria as stated in FTA's Circular 5100.1 when replaced.

**Travel Training**

The Travel Training program began in 2009 under a New Freedom grant. The trainer's primary responsibility is providing assistance to individuals who have never used public transit. The trainer teaches members of the community of all ages and abilities how to ride the bus using a variety of formats. Training is provided in person on a bus, in person at the transfer terminal, or over the phone. A majority of the riders that seek training are elderly and/or disabled. The training also includes informational CityBus tables at community events, retirement communities, university residence halls, and other education centers.

**Operating, 2A/2B Route Extension**

Continuation of extended evening service on the interlined 2A Schuyler and 2B Union routes for four hours per evening Monday through Friday. The 2B Union serves the Northend Community Center that houses a dozen organizations that serve the community (like the Tippecanoe Senior Center) and organizations helping individuals with cognitive and physical disabilities.

### **Operating, New Route, 9<sup>th</sup> Street/Wabash Avenue**

New route to North 9<sup>th</sup> Street to Tippecanoe County Work Release facility, the Tippecanoe County Jail, and the Wabash Avenue neighborhood just south of downtown Lafayette. Currently these areas are not served, and requests for service are regularly received. The new service will allow persons, especially in the Wabash Avenue neighborhood, to get to/from work, medical appointments and grocery shopping. Providing bus service to the Wabash Avenue neighborhood was identified in the Coordinated Human Service Transit Plan (page 58).

The CityBus Board of Directors authorized the amendment to the Transportation Improvement Program on June 24, 2020 and on October 28, 2020.

### **Section 5339 Funds**

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Section 5339 funds are FTA funds that are allocated through a nationwide competitive process. The funds target bus replacement/related equipment and bus facility infrastructure improvements. CityBus applied for and received approval to use these funds to expand its compressed natural gas (CNG) fueling station.

A new CNG fueling station was installed in 2015. Over the last five years the number of CNG-powered vehicles has risen from the original five vehicles in 2015 to 40 as of May 2020. CNG buses now comprise over half the fleet.

While the fueling station facilities are well within their useful lifespan, the rapidly growing fleet has led to a premature strain on the system and it currently operates beyond its anticipated capacity. The compressor and dispenser cannot adequately meet the demand of the growing fleet, significantly slowing the fueling process and requiring additional time and labor hours for maintenance staff to refuel buses at the end of each day. Expanding the CNG station is necessary to increase the refueling capacity of the system and reduce the inefficiencies associated with the existing fueling process.

The station expansion will include adding a third compressor and related equipment, upgrade the existing transfer switch to accommodate the additional fueling load, construct a new weather shelter for refueling the buses (which will include the necessary dispenser) and upgrade the valve panel, controls, and suction pipe extension.

The total project cost is \$1,500,000. The federal share of Section 5339 funds is \$1,200,000 with a local share of \$300,000.

The CityBus Board of Directors authorized the amendment to the Transportation Improvement Program on August 23, 2020.

The Technical Transportation Committee reviewed the amendment request at its October 21, 2020 meeting and recommended approval.

### **RECOMMENDATION:**

Staff recommends approval of this amendment to the FY 2020-2024 Transportation Improvement Program by adoption of the attached Resolution T-20-09.

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TIP Amendment # 25  
November 12, 2020

Requested by Area Plan Commission

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Resolution T-20-10

RESOLUTION TO AMEND THE  
FY 2020-2024 TRANSPORTATION IMPROVEMENT PROGRAM

**WHEREAS**, the Area Plan Commission of Tippecanoe County has been designated the Metropolitan Planning Organization by the Governor, and

**WHEREAS**, it is required that a Transportation Improvement Program be developed and include all local and state transportation projects for which US Department of Transportation funds are being requested, and

**WHEREAS**, the Area Plan Commission staff requested changes to the FY 2020-2024 Transportation Improvement Program as follows:

Projects	Phase	Year (CY)	Federal Funding	Federal Share	Local Share	Total Cost
<i>Yost Drive, Des # 1900483</i>						
Remove project from Table 4, Funded Local Projects: Fiscal Years 2020 through 2024						
<i>Table 8: STBG Funding, Fiscal Year 2020</i>						
Remove project from the table and show an unobligated balance of \$351,200.						
<i>Table 12: STBG Funding, Fiscal Year 2024</i>						
Remove project from the table and show an unobligated balance of \$80,000.						
<i>Remove and/or update references to the project throughout the document.</i>						

**WHEREAS**, the Technical Transportation Committee reviewed the request at its October 21, 2020 meeting and recommended its inclusion in the FY 2020-2024 Transportation Improvement Program, and

**NOW THEREFORE BE IT RESOLVED** that the Policy Board of the Metropolitan Planning Organization does hereby adopt this amendment to the FY 2020-2024 Transportation Improvement Program for the MPO Planning Area.

ADOPTED on Thursday the 12<sup>th</sup> of November, 2020.

  
Tony Roswarski  
President

  
Sallie Dell Fahey  
Secretary

THE

# Area Plan Commission

of TIPPECANOE COUNTY

20 NORTH 3RD STREET  
LAFAYETTE, INDIANA 47901-1209

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[www.tippecanoe.in.gov/apc](http://www.tippecanoe.in.gov/apc)

SALLIE DELL FAHEY  
EXECUTIVE DIRECTOR

November 13, 2020  
Ref. No.: 2020-283

Susie Kemp, Local Program Director  
INDOT Crawfordsville District  
41 West 300 North  
Crawfordsville, IN 47933

Dear Susie:

On November 12, 2020, the Policy Board amended the FY 2020-2024 TIP by Resolution T-20-10. The amendment removes the Yost Drive project, des #1900483, from the TIP. All federal funds will be shown as unobligated and references to the project will be removed and/or updated throughout the document.

Enclosed you will find a copy of the resolution and staff report. The TIP document will be updated and then placed on the APC web page: [www.tippecanoe.in.gov/APC](http://www.tippecanoe.in.gov/APC). We will notify you when this occurs. Please call if you have any questions or need additional information.

Sincerely,



Sallie Dell Fahey  
Executive Director

cc: Carla Sheets  
Stephanie Vermillion  
Justin Sargent

**BACKGROUND AND REQUEST:**

On October 1, 2020, the President of the Town Board of Dayton notified the Area Plan Commission that the town is terminating its participation in the Yost Drive project. This was a Federal-aid project using MPO funds, so several procedures must be followed to terminate Dayton's participation in the project.

After consulting with INDOT, it was determined that all funding for this project must be completely removed from the Transportation Improvement Program (TIP). This includes funding programmed in the current fiscal year, funding programmed in future fiscal years, and funding obligated in previous years.

The TIP shows federal funding allocated to the preliminary engineering and right-of-way phases. A total of \$351,200 in STBG and STBG PYB funds were obligated in FY 2020. Because these funds have already been obligated and we are currently in FY 2021, the funds cannot be reallocated to any other Federal-aid projects. The other federal funds, \$80,000 in STBG funds, allocated to the right-of-way phase can be moved to another project because they are programmed in FY 2024.

With approval of this amendment, the TIP will show the following:

- a) The project will be removed from Table 4: Funded Local Projects, Fiscal Years 2020 through 2024;
- b) The \$351,200 shown in Table 8: STBG Funding, Fiscal Year 2020 will now be shown as unobligated and reduced to \$0;
- c) The \$80,000 shown in Table 12: STBG Funding, Fiscal Year 2024 will now be shown as unallocated;
- d) References to the project throughout the document will be removed and/or updated.

The Technical Transportation Committee reviewed the amendment request at its October 21, 2020 meeting and recommended approval.

**RECOMMENDATION:**

Staff recommends approval of this amendment to the FY 2020-2024 Transportation Improvement Program by adoption of the attached Resolution T-20-10.

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TIP Amendment # 26  
January 6, 2021

Requested by Area Plan Commission

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THE

# Area Plan Commission

of TIPPECANOE COUNTY

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SALLIE DELL FAHEY  
EXECUTIVE DIRECTOR

January 6, 2021  
Ref. No.: 2021-004

Susie Kemp, Local Program Director  
INDOT Crawfordsville District  
41 West 300 North  
Crawfordsville, IN 47933

Dear Susie:

By this letter I am administratively modifying the FY 2020-2024 TIP. This modification involves the addition of \$1,454,366 in FY 2021 HSIP funds for the North River Road at CR 500N safety project, des # 1401279. The Northwestern Indiana Regional Planning Commission (NIRPC) is loaning the same amount of HSIP funds to APC with half of the amount being returned in FY 2022 and the remaining half in FY 2024. Attached you will find the spreadsheet showing the trade.

Please call if you have any question or need additional information.

Sincerely,



Sallie Dell Fahey  
Executive Director

Attachment

cc: Stephani Vermillion  
Justin Sergent  
Carla Sheets

**TIP ADMINISTRATIVE MODIFICATION, JANUARY 6, 2021**

Project	Des Number	Year	Federal Funding	Phase	Before Federal Share	Changes	After Federal Share	After Local Share	After Total Cost	Notes
North River Road	1401279	2021	HSIP	CN	716,267	0	716,267	1,078,796	4,085,000	<i>This modification adds the federal funds traded with NIRPC. The total construction cost was updated to match the most recent quarterly report.</i>
			STBG		93,560	0	93,560			
			Terre Haute Trade		573,000	0	573,000			
			Rural Program Trade		169,011	0	169,011			
			NIRPC Trade		0	1,454,366	1,454,366			
						Total	3,006,204			
Trade to NIRPC	---	2022	HSIP	---	727,183	727,183	0			<i>The traded federal funds with NIRPC will be coming from the FY 2022 and 2024 allocation.</i>
		2024	HSIP	---	727,183	727,183	0			



Agreement Between  
the Northwestern Indiana Regional Planning Commission  
and the  
Area Plan Commission of Tippecanoe County

The Area Plan Commission of Tippecanoe County (APCTC) needs an additional \$1,454,366.00 in FY 2021 HSIP funds for project Des. No. 1401279 CN for the CR 500N at River Road safety project. The Northwestern Indiana Regional Planning Commission (NIRPC) has the same amount of funds that it will loan to APCTC. These funds will be from Northwest Indiana Group 1 CMAQ, which NIRPC is converting to HSIP prior to transferring them to APCTC. In FY 2022 APCTC will return half the amount, \$727,183, in HSIP funds to NIRPC who will convert them from HSIP to CMAQ. In FY 2024 APCTC will return the other half, \$727,183, in HSIP funds to NIRPC who will convert them from HSIP to CMAQ.



Tyson Warner, Executive Director  
Northwestern Indiana Regional Planning Commission

Dated: Jan 5, 2021



Sallie Dell Fahey, Executive Director  
Area Plan Commission of Tippecanoe County

Dated: December 30, 2020

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TIP Amendment # 27  
January 10, 2021

Requested by INDOT

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Resolution T-21-01

RESOLUTION TO AMEND THE  
FY 2020-2024 TRANSPORTATION IMPROVEMENT PROGRAM

**WHEREAS**, the Area Plan Commission of Tippecanoe County has been designated the Metropolitan Planning Organization by the Governor, and

**WHEREAS**, it is required that a Transportation Improvement Program be developed and include all local and state transportation projects for which US Department of Transportation funds are being requested, and

**WHEREAS**, the Indiana Department of Transportation requested changed to the FY 2020-2024 Transportation Improvement Program as follows:

Projects	Phase	Federal Funding	Year	Federal Share	Local Share	Total Cost
SR 26, Des #1600215						
At CR 900E	RW	STBG	2021	15,000	4,000	20,000
New Signal Installation						
SR 38, Des #1601074						
East of I-65 to US 421	CN	STBG	2022	8,137,094	2,034,273	10,171,367
Full Depth Reclamation						
SR 43, Des #1800076						
Bridge over Walter Ditch	RW	STBG	2021	16,000	4,000	20,000
Bridge Replacement						
Districtwide, Des #2002493						
Various locations	CN	HSIP	2022	1,828,402	203,156	2,031,558
ITS Program Equipment						

**WHEREAS**, the Technical Transportation Committee reviewed the request at its December 16, 2020 meeting and recommended its inclusion in the FY 2020-2024 Transportation Improvement Program, and

**NOW THEREFORE BE IT RESOLVED** that the Policy Board of the Metropolitan Planning Organization does hereby adopt this amendment to the FY 2020-2024 Transportation Improvement Program for the MPO Planning Area.

ADOPTED on Thursday the 14<sup>th</sup> of January, 2021.

  
Tony Roswarski  
President

  
Sallie Dell Fahey  
Secretary

THE

# *Area Plan Commission*

of TIPPECANOE COUNTY

20 NORTH 3RD STREET  
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SALLIE DELL FAHEY  
EXECUTIVE DIRECTOR

January 15, 2021  
Ref. No.: 2021-008

Marcy Walden, Program Funds Manager  
INDOT Crawfordsville District Office  
41 W 300 North  
Crawfordsville, IN 47933

Dear Ms. Walden:

On January 14, 2021, the Policy Board amended the FY 2020-2024 TIP by Resolution T-21-01. The amendment added right-of-way funding for the SR 26, des #1600215, and the SR 43, des #1800076, projects. It changed the scope and funding to the SR 38 project, des #1601074. Finally, the districtwide ITE Program Equipment project, des #2002493, was added.

The document will be updated and then placed on the APC web page: [www.tippecanoe.in.gov/APC](http://www.tippecanoe.in.gov/APC). We will notify you when this occurs. Please call if you have any questions or need additional information.

Sincerely,

  
Sallie Dell Fahey  
Executive Director

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**FY 2020-2024 TIP Amendment  
Indiana Department of Transportation**

**Staff Report  
January 6, 2020**

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**BACKGROUND AND REQUEST:**

The Indiana Department of Transportation requested an amendment to update three projects that are presently programmed in the TIP and program a new one.

INDOT has a follow-up signal installation project programmed for SR 26 at CR 900E, des #1800215. Construction is scheduled for FY 2023. The District Office requested additional funding for the right-of-way phase. The total cost of this phase is \$20,000 with a federal share of \$16,000 in STBG funds. The right-of-way phase is anticipated to begin in FY 2021.

Currently, the TIP shows an HMA overlay project on SR 38 from 1.07 miles east of I-65 to US 421, des #1601074. Construction is scheduled for FY 2022 with a total cost of \$6,676,294. INDOT plans to use \$5,341,035 in STBG Federal funds. The project scope has changed to full depth reclamation and the eastern terminus slightly changed; it is now 1.16 miles east of I-65. With the change in scope, the cost also changed, and the new total cost is \$10,171,367. The Federal share, in STBG funds, is \$8,137,094 and the state share is \$2,034,273.

The District Office also requested additional funding for the right-of-way phase for the bridge replacement project on SR 43 over the Walter Ditch, des #1800076. The total cost is \$20,000, with \$14,000 in STBG Federal funds. Right-of-way is anticipated to begin in FY 2021.

Finally, the District Office wants to program a district wide ITS program equipment project, des # 2002493. Construction is scheduled for FY 2022 and HSIP Federal funds will be used. The total construction cost is \$2,031,558, with a federal share of \$1,828,402. In Tippecanoe County, the equipment will be installed at the following locations: a) northbound on I-65 before SR 43, b) southbound on I-65 before SR 25; and c) southbound on I-65 before SR 28.

The following tables provide detailed information for these projects:

*SR 26, at CR 900E (des # 1600215)  
New Signal Installation*

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Phase	Year	Federal Funds	Federal	State	Total
RW	2021	STBG	16,000	4,000	20,000

*SR 38, 1.16 miles east of I-65 to US 421 (des # 1601074)  
Full Depth Reclamation*

---

Phase	Year	Federal Funds	Federal	State	Total
CN	2022	STBG	8,137,094	2,034,273	10,171,367

*SR 43, bridge over Walter Ditch (des # 1800076)*  
*Bridge Replacement*

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Phase	Year	Federal Funds	Federal	State	Total
RW	2021	STBG	16,000	4,000	20,000

*Districtwide at various interchanges (des # 2002493)*  
*ITS Program Equipment*

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Phase	Year	Federal Funds	Federal	State	Total
CN	2022	HSIP	1,828,402	203,156	2,031,558

The Technical Transportation Committee reviewed the amendment request at its December 16, 2020 meeting and recommended approval.

**RECOMMENDATION:**

Staff recommends approval of this amendment to the FY 2020-2024 Transportation Improvement Program by adoption of the attached Resolution T-21-01.



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TIP Amendment # 28  
February 11, 2021

Requested by INDOT

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Resolution T-21-02

RESOLUTION TO AMEND THE  
FY 2020-2024 TRANSPORTATION IMPROVEMENT PROGRAM

**WHEREAS**, the Area Plan Commission of Tippecanoe County has been designated the Metropolitan Planning Organization by the Governor, and

**WHEREAS**, it is required that a Transportation Improvement Program be developed and include all local and state transportation projects for which US Department of Transportation funds are being requested, and


**WHEREAS**, the Indiana Department of Transportation requested changed to the FY 2020-2024 Transportation Improvement Program as follows:

Projects	Phase	Federal Fund	Year	Federal Share	Local Share	Total Cost
<i>I-65, Des #1601088, Bridge Deck Replacement</i>						
NB Bridge over SR 43	CN	NHPP	2022	2,889,000	321,000	3,210,000
<i>I-65, Des #1601090, Bridge Deck Replacement</i>						
SB Bridge over SR 43	CN	NHPP	2022	2,425,500	269,500	2,659,000
<i>I-65, Des #2001172, Added Travel Lanes</i>						
1.33 to 2.43 mi N of SR 43	CN	NHPP	2022	59,400,000	6,600,000	66,000,000
<i>I-65, Des #2002114, Bridge Deck Replacement</i>						
NB Bdg over CSX, N. 9 <sup>th</sup> , Burnett Ck	UT/RR	NHPP	2021	27,000	30,000	30,000
	CN	NHPP	2022	3,419,714	379,968	3,799,682
<i>I-65, Des #2002115, Bridge Deck Replacement</i>						
SB Bdg over CSX, N. 9 <sup>th</sup> , Burnett Ck	CN	NHPP	2022	1,825,662	202,851	2,028,513
<i>I-65, Des #2002116, Bridge Deck Replacement</i>						
NB Bridge over Prophets Rock	CN	NHPP	2022	1,449,139	161,015	1,610,154
<i>I-65, Des #2002117, Bridge Deck Replacement</i>						
SB Bridge over Prophets Rock	CN	NHPP	2022	1,449,139	161,015	1,610,154
<i>I-65, Des #2002364, Bridge Deck Replacement</i>						
CR 725N Bridge	CN	NHPP	2022	1,639,151	182,128	1,821,279

**WHEREAS**, the Technical Transportation Committee reviewed the request at its January 20, 2021 meeting and recommended its inclusion in the FY 2020-2024 Transportation Improvement Program, and

**NOW THEREFORE BE IT RESOLVED** that the Policy Board of the Metropolitan Planning Organization does hereby adopt this amendment to the FY 2020-2024 Transportation Improvement Program for the MPO Planning Area.

ADOPTED on Thursday the 11<sup>th</sup> of February, 2021.

  
Tony Roswarski  
President

  
Sallie Dell Fahey  
Secretary

THE

# Area Plan Commission

of TIPPECANOE COUNTY

20 NORTH 3RD STREET  
LAFAYETTE, INDIANA 47901-1209

(765) 423-9242  
(765) 423-9154 [FAX]  
[www.tippecanoe.in.gov/apc](http://www.tippecanoe.in.gov/apc)

SALLIE DELL FAHEY  
EXECUTIVE DIRECTOR

February 12, 2021  
Ref. No.: 2021-044

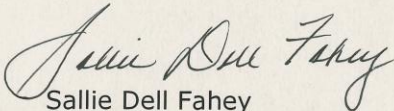
Marcy Walden, Program Funds Manager  
INDOT Crawfordsville District Office  
41 W 300 North  
Crawfordsville, IN 47933

Dear Ms. Walden:

On February 11, 2021, the Policy Board amended the FY 2020-2024 TIP by Resolution T-21-02. The amendment modified eight projects which are all related to the widening I-65 north of the Wabash River to just north of CR 725N. Attached you will find the resolution and staff report.

The document will be updated and then placed on the APC web page: [www.tippecanoe.in.gov/APC](http://www.tippecanoe.in.gov/APC). We will notify you when this occurs. Please call if you have any questions or need additional information.

Sincerely,



Sallie Dell Fahey  
Executive Director

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**FY 2020-2024 TIP Amendment  
Indiana Department of Transportation**

**Staff Report  
February 3, 2021**

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**BACKGROUND AND REQUEST:**

The Indiana Department of Transportation requests an amendment to update eight projects that are currently programmed in the TIP. All of them are part of the next I-65 widening project which will add two additional travel lanes from north of the Wabash River to just north of CR 725N.

Currently, the TIP shows the cost of the main project, des # 2001172, at \$47,400,000. The total cost increases to \$66,000,000. The amount of federal and state funds for this project will increase to \$59,400,000 and \$6,600,000, respectively.

Four of the projects show the correct funding information but not the correct date. This amendment changes the construction date from FY 2024 to FY 2022 for the following projects: the north and south bound bridges over Prophets Rock Road, the CR 725N bridge over I-65, and the south bound bridge over the CSX Railroad, North 9<sup>th</sup> Street and Burnett Creek.

The remaining three projects have changes in both the construction dates and construction costs. The north and south bound bridge deck replacement projects over SR 43 are currently shown with a FY 2021 construction date and the amendment changes those dates to FY 2022. The cost of both projects increases as well, with the north bound bridge project increasing by nearly \$600,000 and the south bound bridge project increasing by approximately \$350,000. The construction date for the north bound bridge over the CSX Railroad, North 9<sup>th</sup> Street and Burnett Creek changes from FY 2024 to FY 2022. The railroad construction date has shifted from FY 2022 to FY 2021. The cost for the railroad construction decreased from \$150,000 to \$30,000, while the total construction cost increased from \$3,649,682 to \$3,799,682.

The following tables provide detailed information for these projects:

*I-65, north bound bridge over SR 43 (des # 1601088)  
Bridge Deck Replacement*

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Phase	Year	Federal Funds	Federal	State	Total
CN	2022	NHPP	2,889,000	321,000	3,210,000

*I-65, south bound bridge over SR 43 (des # 1601090)  
Bridge Deck Replacement*

---

Phase	Year	Federal Funds	Federal	State	Total
CN	2022	NHPP	2,425,500	269,500	2,695,000

*I-65, 1.33 miles north of SR 25 to 2.43 miles north SR 43 (des # 2001172)  
Added Travel Lanes*

---

Phase	Year	Federal Funds	Federal	State	Total
CN	2022	NHPP	59,400,000	6,600,000	66,000,000

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*I-65, north bound bridge over CSX, N. 9<sup>th</sup> Street and Burnett Creek (des # 2002114)*  
*Bridge Deck Replacement*

Phase	Year	Federal Funds	Federal	State	Total
UT/RR	2021	NHPP	27,000	3,000	30,000
CN	2022	NHPP	3,419,714	379,968	3,799,682

*I-65, south bound bridge over CSX, N. 9<sup>th</sup> Street and Burnett Creek (des # 2002115)*  
*Bridge Deck Replacement*

Phase	Year	Federal Funds	Federal	State	Total
CN	2022	NHPP	1,825,662	202,851	2,028,513

*I-65, north bound bridge over Prophets Rock Road (des # 2002116)*  
*Bridge Deck Replacement*

Phase	Year	Federal Funds	Federal	State	Total
CN	2022	NHPP	1,449,139	161,015	1,610,154

*I-65, south bound bridge over Prophets Rock Road (des # 2002117)*  
*Bridge Deck Replacement*

Phase	Year	Federal Funds	Federal	State	Total
CN	2022	NHPP	1,449,139	161,015	1,610,154

*I-65, CR 725N bridge over I-65 (des # 2002364)*  
*Bridge Deck Replacement*

Phase	Year	Federal Funds	Federal	State	Total
CN	2022	NHPP	1,639,151	182,128	1,821,279

The Technical Transportation Committee reviewed the amendment request at its January 20, 2021 meeting and recommended approval.

**RECOMMENDATION:**

Staff recommends approval of this amendment to the FY 2020-2024 Transportation Improvement Program by adoption of the attached Resolution T-21-02.

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TIP Amendment # 29  
February 12, 2021

Requested by INDOT

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THE

*Area Plan Commission*

of TIPPECANOE COUNTY

20 NORTH 3RD STREET  
LAFAYETTE, INDIANA 47901-1209

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SALLIE DELL FAHEY  
EXECUTIVE DIRECTOR

February 12, 2021  
Ref. No.: 2021-045

Marcy Walden, Program Funds Manager  
INDOT Crawfordsville District Office  
41 W 300 North  
Crawfordsville, IN 47933

Dear Ms. Walden:

By this letter I am administratively modifying the FY 2020-2024 TIP. The TIP shows an added travel lanes project on I-65, des #2001172, and the project location is from just north of the Wabash River to just north of CR 725N. This modification splits the project into two individual projects, and they are:

Project	Des	Phase	Federal Funds	State Funds	Total Cost	Fiscal Year
I-65, North of the Wabash River to North of SR 43	2001172	CN	\$24,468,855	\$2,718,762	\$27,187,627	2022
I-65, North of SR 43 to North of CR 725N	2100049	CN	\$34,931,145	\$3,881,238	\$38,812,383	2022

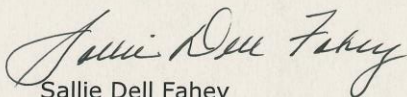
No additional federal or state funds are being added.

The second modification also involves the I-65 project, des #2001172. Preliminary engineering funding has increased. The fiscal year remains the same.

Project	Des	Phase	Federal Funds	State Funds	Total Cost	Fiscal Year
I-65, North of the Wabash River to North of SR 43	2001172	PE	\$5,283,900	\$587,100	\$5,871,000	2021

Please call if you have any questions or need additional information.

Sincerely,



Sallie Dell Fahey  
Executive Director

Planning for Lafayette, West Lafayette, Dayton, Battle Ground, Clarks Hill and Tippecanoe County

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TIP Amendment # 30  
March 11, 2021

Requested by CityBus

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Resolution T-21-03

RESOLUTION TO AMEND THE  
FY 2020-2024 TRANSPORTATION IMPROVEMENT PROGRAM

**WHEREAS**, the Area Plan Commission of Tippecanoe County has been designated the Metropolitan Planning Organization by the Governor, and

**WHEREAS**, it is required that a Transportation Improvement Program be developed and include all local and state transportation projects for which US Department of Transportation funds are being requested, and

**WHEREAS**, the Greater Lafayette Public Transportation Corporation, CityBus, requested changes to the FY 2020-2024 Transportation Improvement Program as follows:

Projects	Phase	Federal Fund	Year	Federal Share	Local Share	Total Cost
<i>CY 2021 Operating Assistance, Des #1700422 &amp; LAF-21-001</i>						
	OP	5307	2021	770,000	12,424,259	13,194,259
<i>Bus Overhauls, Engines, Des #1700424 &amp; LAF-21-003</i>						
	CA	5307	2021	120,800	30,200	151,000
<i>Support Vehicle, Des #1700428 &amp; LAF-21-007</i>						
	CA	5307	2021	40,000	10,000	50,000
<i>Fixed Route Buses, Des #1700429 &amp; LAF-21-008</i>						
	CA	5307	2021	3,380,832	845,208	4,226,040
<i>Facility Rehabilitation, LAF-21-010</i>						
	CA	5307	2021	354,000	88,500	442,500
<i>Shop Equipment, LAF-21-011</i>						
	CA	5307	2021	22,400	5,600	28,000
<i>Departure Signage, LAF-21-012</i>						
	CA	5307	2021	60,000	15,000	75,000
<i>Planning: Feasibility Study/Engineering Services, LAF-21-013</i>						
	PL	5307	2021	240,000	60,000	300,000

**WHEREAS**, the Greater Lafayette Public Transportation Corporation reviewed and approved the adjusted and new projects at its January 27, 2021 meeting,

**WHEREAS**, the Technical Transportation Committee reviewed the request at its February 17, 2021 meeting and recommended its inclusion in the FY 2020-2024 Transportation Improvement Program, and

**NOW THEREFORE BE IT RESOLVED** that the Policy Board of the Metropolitan Planning Organization does hereby adopt this amendment to the FY 2020-2024 Transportation Improvement Program for the MPO Planning Area.

ADOPTED on Thursday the 11<sup>th</sup> of March, 2021.

  
John Dennis  
Vice President

  
Sallie Dell Fahey  
Secretary



THE

# Area Plan Commission

of TIPPECANOE COUNTY

20 NORTH 3RD STREET  
LAFAYETTE, INDIANA 47901-1209

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[www.tippecanoe.in.gov/apc](http://www.tippecanoe.in.gov/apc)

SALLIE DELL FAHEY  
EXECUTIVE DIRECTOR

March 16, 2021  
Ref. No: 2021-062

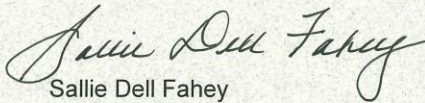
Jason Casteel, Transit Planner  
INDOT Multimodal Transportation  
100 North Senate Avenue, N758-MM  
Indianapolis, IN 46204-2249

Dear Jason,

On March 11, 2021, the Policy Board amended the FY 2020-2024 TIP by Resolution T-21-03. It involves updating CityBus's CY 2021 operating, capital and planning projects. Funding for operations (LAF-21-001) slightly changed with a reduction in federal funds and an increase in local funds. The capital project list has been revised. Additional federal and local funds have been added to the bus engine overhaul (LAF-21-003) and support vehicle (LAF-21-007) projects. The scope of the fixed route bus replacement project (LAF-21-008) has changed and now includes replacing up to seven fixed route buses. Funding for this project has increased as well. Three new capital projects have been added and include Facility Rehabilitation (LAF-21-010), Shop Equipment (LAF-21-011) and Departure Signage (LAF-21-012). One new planning project has been added and it is a Feasibility Study/Engineering Services (LAF-21-013) project. Specific details can be found in the attached staff report.

The TIP document will be updated and then placed on the APC web page:  
[www.tippecanoe.in.gov/APC](http://www.tippecanoe.in.gov/APC). We will notify you when this occurs. Please call if you have any questions or need additional information.

Sincerely,



Sallie Dell Fahey  
Executive Director

cc: Stephani Vermillion  
Justin Sargent  
Susie Kemp  
Carla Sheets  
Marty Sennett

**BACKGROUND AND REQUEST:**

The Greater Lafayette Public Transportation Corporation, or CityBus, requests an amendment to update its CY 2021 Section 5307 operating, capital and planning list of projects. CityBus will utilize \$3,076,355 in CY 2020 carryover funds from Section 5307. The table below summarizes the sources of all federal funds:

CY 2020 Section 5307 Carryover:	\$3,076,355
CY 2021 Section 5307:	\$3,954,466
<b>TOTAL:</b>	<b>\$7,303,821</b>

CityBus requests adjustments to their CY 2021 operating and capital expenditures. The following tables summarize the changes:

*Before Amendment:*

<u>Year</u>	<u>Project</u>	<u>Federal</u>	<u>Local</u>	<u>Total Cost</u>
2021	Operating Assistance	\$1,000,000	\$12,110,225	\$13,110,225
2021	Capital Assistance	\$1,554,400	\$388,600	\$1,943,000
2021	Planning Assistance	\$0	\$0	\$0

*After Amendment:*

<u>Year</u>	<u>Project</u>	<u>Federal</u>	<u>Local</u>	<u>Total Cost</u>
2021	Operating Assistance	\$770,000	\$12,424,259	\$13,194,259
2021	Capital Assistance	\$4,179,632	\$1,044,908	\$5,224,540
2021	Planning Assistance	\$240,000	\$60,000	\$300,000

CityBus reviewed its 2021 project list and has decided to change the scope of three currently programmed capital projects (bus overhauls (engines), support vehicle, and fixed route bus purchase). Three new capital projects are also planned (rehab facility, shop equipment, and passenger signage). One new planning project is planned for a feasibility study of a potential building purchase. The following justification is provided by CityBus for the updated and new projects:

**Operating Assistance - \$13,194,259, Des #1700422 & LAF-21-001**

The FFY 2020 CARES ACT Operating Assistance will help to offset the financial impact of COVID-19, so CityBus is planning to use a smaller amount of 5307 funds for Operating Assistance in CY 2021. Section 5307 funds used for operating assistance will decrease by \$230,000.

**Bus Overhauls: Engines - \$151,000, Des #1700424 & LAF-21-003**

With an amended increase of \$72,000, CityBus will procure engines for the CNG fleet that are projected to cost \$30,000 each.

**Support Vehicle - \$50,000, Des #1700428 & LAF-21-007**

With an amended increase of \$20,000, CityBus will replace a 2013 Chevy HD 3500 truck. The replaced vehicle will exceed the requirements of FTA Circular 9030.1A for age for replacement.

**Fixed Route Bus Replacement - \$4,226,040, Des #1700429 & LAF-21-008**

With an amended increase of \$2,100,832, CityBus will purchase five 40' buses and two 60' buses to replace 2007 buses #1601, 1602, and 1603 originally programmed in CY 2021 and 2009 buses #1703, 1704, 1705, and 1706 originally programmed in CY 2022 and CY 2023. Buses will be replaced per FTA guidelines as outlined in FTA Circular 9030.1D. The buses being replaced will be over 12 years in age, and all new buses will use CNG fuel.

**Facility Rehabilitation - \$442,500, LAF-21-010**

CityBus will use \$354,000 in federal funds to replace the asphalt for the administrative office and garage buildings at Canal Rd, install A/C in the major overhaul garage, and additional smaller rehab/replace projects will occur for the administration/maintenance facilities (such as garage doors).

**Shop Equipment - \$28,000, LAF-21-011**

CityBus will use \$22,400 in federal funds to purchase shop equipment consisting of portable lifts and tire changer. The lifts will be used for smaller vehicles such as the paratransit vans and support vehicles, and the tire changer will allow mechanics to mount tires in-house rather than at an external vendor.

**Departure Signage - \$75,000, LAF-21-012**

CityBus will purchase departure/arrival signage for bus stops and the CityBus Center. Most of the signs will be replacing old signs that are using services that will no longer be supported by third-party contractors.

**Planning: Feasibility Study/Engineering Services - \$300,000, LAF-21-013**

CityBus will invest \$240,000 in federal funds for a feasibility study and engineering services to convert the current production area to revenue and support vehicle storage and preventative maintenance area for the property at 2800 Duncan Road.

The following table summarizes the updated and new operating items:

Description	Federal Source	Federal Share	Local Share	Total Cost
Operating Assistance	Sec. 5307	\$700,000	\$12,424,259	\$13,194,259
Total:		\$700,000	\$12,424,259	\$13,194,259



The following table summarizes the updated and new capital items:

Description	Federal Source	Federal Share	Local Share	Total Cost
Bus Overhauls: Engines	Sec. 5307	\$120,800	\$30,200	\$151,000
Support Vehicle	Sec. 5307	40,000	\$10,000	\$50,000
7 Fixed Route Buses	Sec. 5307	\$3,380,832	\$845,208	\$4,226,040
Facility Rehab. - Canal Rd	Sec. 5307	\$354,000	\$88,500	\$442,500
Shop Equipment	Sec. 5307	\$22,400	\$5,600	\$28,000
Departure Signage	Sec. 5307	\$60,000	\$15,000	\$75,000
Total:		\$3,978,032	\$994,508	\$4,972,540

The following table summarizes the updated and new planning items:

Description	Federal Source	Federal Share	Local Share	Total Cost
Planning: Feasibility Study/ A&E for New facility	Sec. 5307	\$240,000	\$60,000	\$300,000
Total:		\$240,000	\$60,000	\$300,000

The CityBus Board of Directors resolved to authorize the updated 2021 operating, capital and planning list of projects on January 27, 2021.

The Technical Transportation Committee reviewed the amendment request at its February 17, 2021 meeting and recommended approval.

**RECOMMENDATION:**

Staff recommends approval of this amendment to the FY 2020-2024 Transportation Improvement Program by adoption of the attached Resolution T-21-03.

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TIP Amendment # 31  
May 13, 2021

Requested by Tippecanoe County

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Resolution T-21-05

RESOLUTION TO AMEND THE  
FY 2020-2024 TRANSPORTATION IMPROVEMENT PROGRAM

**WHEREAS**, the Area Plan Commission of Tippecanoe County has been designated the Metropolitan Planning Organization by the Governor, and

**WHEREAS**, it is required that a Transportation Improvement Program be developed and include all local and state transportation projects for which US Department of Transportation funds are being requested, and

**WHEREAS**, Tippecanoe County requested an amendment to the FY 2020-2024 Transportation Improvement Program as follows:

Projects	Phase	Year	Federal Funding	Federal Share	Local Share	Total Cost
<i>North 9<sup>th</sup> Street Road, bridge over the Wabash River (des # 2003019)</i>						
<i>Bridge Deck Replacement</i>						
	PE	2022	Group IV	\$533,224	\$133,306	\$666,530
	CN	2026	Group IV	\$5,998,736	\$1,499,684	\$7,498,420

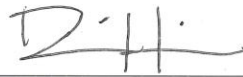
**WHEREAS**, the Technical Transportation Committee reviewed the request at its April 21, 2021 meeting and recommended its inclusion in the FY 2020-2024 Transportation Improvement Program, and

**NOW THEREFORE BE IT RESOLVED** that the Policy Board of the Metropolitan Planning Organization does hereby adopt this amendment to the FY 2020-2024 Transportation Improvement Program for the MPO Planning Area.

ADOPTED on Thursday the 13<sup>th</sup> of May, 2021.



John Dennis  
Vice Chairman



David Hittle  
Secretary

THE

# Area Plan Commission

of TIPPECANOE COUNTY

20 NORTH 3RD STREET  
LAFAYETTE, INDIANA 47901-1209

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DAVID HITTLE  
EXECUTIVE DIRECTOR

May 19, 2021  
Ref. No.: 2021-104


Susie Kemp, Local Program Director  
INDOT Crawfordsville District  
41 West 300 North  
Crawfordsville, IN 47933

Dear Ms. Kemp:

On May 13, 2021, the Policy Board amended the FY 2020-2024 TIP by Resolution T-21-05, attached. The amendment adds the North 9<sup>th</sup> Street Road bridge project, des #2003019. The bridge is over the Wabash River. Group IV Federal funds were awarded to the project for preliminary engineering (\$533,224) and construction (\$5,998,736). Specific details are in the attached staff report.

The TIP document will be updated and then placed on the APC web page: [www.tippecanoe.in.gov/APC](http://www.tippecanoe.in.gov/APC). We will notify you when this occurs. Please call if you have any questions or need additional information.

Sincerely,



David Hittle  
Executive Director

cc: Carla Sheets  
Stephanie Vermillion  
Justin Sergeant  
Stu Kline



**BACKGROUND AND REQUEST:**

Tippecanoe County is requesting an amendment to program a new project that is located on North 9<sup>th</sup> Street Road. This project involves replacing the Wabash River bridge deck. The project des number is 2003019.

On September 1, 2020, the Indiana Department of Transportation (INDOT) released a notice of funding availability for local rural projects (Group IV Federal funds). Like STBG Federal funds, these funds can be used for bridge, road, safety, sidewalk or any type of eligible project under the FAST Act. Funding will cover construction costs in state fiscal year 2026.

Tippecanoe County requested funding for four projects which target improvements to North 9<sup>th</sup> Street Road. The projects would rehabilitate the road from just north of Sagamore Parkway to just north of Burnetts Road, and the Wabash River bridge deck would be replaced. A new sidewalk would be built from the Davis Ferry Park and connect to the Wabash Heritage Trail north of the Wabash River. To the south, a trail would be constructed between the City of Lafayette trail and the County's Community Correction Facility.

On March 3<sup>rd</sup>, 2021, INDOT announced the awards, and Tippecanoe County received funding for one of the four projects: replacing the Wabash River Bridge Deck. The County was awarded \$5,998,736 in Federal funds for construction and construction engineering. An additional \$533,306 was awarded for preliminary engineering.

The specific project details are as follows:

*North 9<sup>th</sup> Street Road Bridge, bridge over the Wabash River (des #2003019)  
Bridge Deck Replacement*

---

	Phase	Year	Federal Funds	Federal	State	Total
New	PE	2022	Group IV	\$533,224	\$133,306	\$666,530
New	CN	2026	Group IV	\$5,998,736	\$1,499,684	\$7,498,420

The Technical Transportation Committee reviewed the amendment request at its April 21, 2021 meeting and recommended approval.

**RECOMMENDATION:**

Staff recommends approval of this amendment to the FY 2020-2024 Transportation Improvement Program by adoption of the attached Resolution T-21-05.

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TIP Amendment # 31  
May 13, 2021

Requested by City of West Lafayette

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Resolution T-21-06

RESOLUTION TO AMEND THE  
FY 2020-2024 TRANSPORTATION IMPROVEMENT PROGRAM

**WHEREAS**, the Area Plan Commission of Tippecanoe County has been designated the Metropolitan Planning Organization by the Governor, and

**WHEREAS**, it is required that a Transportation Improvement Program be developed and include all local and state transportation projects for which US Department of Transportation funds are being requested, and

**WHEREAS**, the City of West Lafayette requested an amendment to the FY 2020-2024 Transportation Improvement Program as follows:

Projects	Phase	Year	Federal Funding	Federal Share	Local Share	Total Cost
<i>Sagamore Parkway Trail, 800' west of Soldiers Home Road to the west end of the US 52/Sagamore Parkway eastbound bridge over the Wabash River (des 1401287) New Trail Construction</i>						
	PE	2021	CRRSAA	\$187,000	\$46,750	\$233,750


**WHEREAS**, the Technical Transportation Committee reviewed the request at its April 21, 2021 meeting and recommended its inclusion in the FY 2020-2024 Transportation Improvement Program, and

**NOW THEREFORE BE IT RESOLVED** that the Policy Board of the Metropolitan Planning Organization does hereby adopt this amendment to the FY 2020-2024 Transportation Improvement Program for the MPO Planning Area.

ADOPTED on Thursday the 13<sup>th</sup> of May, 2021.



John Dennis  
Vice Chairman



David Hittle  
Secretary

THE

# *Area Plan Commission*

of TIPPECANOE COUNTY

20 NORTH 3RD STREET  
LAFAYETTE, INDIANA 47901-1209

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DAVID HITTLE  
EXECUTIVE DIRECTOR

May 19, 2021  
Ref. No.: 2021-105

Susie Kemp, Local Program Director  
INDOT Crawfordsville District  
41 West 300 North  
Crawfordsville, IN 47933

Dear Ms. Kemp:

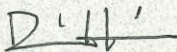
On May 13, 2021, the Policy Board amended the FY 2020-2024 TIP by Resolution T-21-06, attached. The amendment adds \$187,000 in Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) funds to the preliminary engineering phase of the Sagamore Parkway Trail project, des #1401287.

The amendment also included updating the project location description to: 800' west of Soldiers home Road to the west end of the US 52/Sagamore Parkway eastbound bridge over the Wabash River.

Specific details are in the attached staff report.

The TIP document will be updated and then placed on the APC web page: [www.tippecanoe.in.gov/APC](http://www.tippecanoe.in.gov/APC). We will notify you when this occurs. Please call if you have any questions or need additional information.

Sincerely,



David Hittle  
Executive Director

cc: Carla Sheets  
Stephanie Vermillion  
Justin Sergent  
Mitch Lankford

**BACKGROUND AND REQUEST:**

West Lafayette requested an amendment to the FY 2020 TIP for an additional \$187,000 in federal funds for the Sagamore Parkway Trail project. They will be used for preliminary engineering (PE).

On January 31, 2017, a FMIS request was submitted to INDOT for \$229,856 in federal funds for the PE phase. Throughout plan development, various design challenges arose which included the variable terrain, designing a bridge over a creek, and maintaining an ADA compliant surface slope. These issues have required additional engineering and thus increased the engineering cost. The additional work has nearly doubled the initial cost, causing an increase of \$233,750.

All the FY 2021 Surface Transportation Block Group and Transportation Alternative Federal funds have been obligated. With this project scheduled for a January 2021 construction bid letting, it will not be possible to delay the design work in order to use FY 2022 funding. The only available federal funds are from the Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA). This MPO received \$462,317 in CRRSAA funding. On March 17, 2021, the Technical Transportation Committee allocated all the CRRSAA funds to the Soldiers Home Road PE phase. By proceeding with this amendment, the Technical Transportation Committee will need to revisit the proposed FY 2022- 2026 TIP allocation.

There is also a minor change in the project description. Currently the TIP and STIP states that the project limits are "Happy Hollow to Wabash River Bridge". The new description will be "800' west of Soldiers Home Road to the west end of the US 52/Sagamore Parkway eastbound bridge over the Wabash River." This change matches the TIP and STIP description to the description in the NEPA documentation.

The specific project details are as follows:

*Sagamore Parkway Trail, 800' west of Soldiers Home Road to the west end of the US 52/Sagamore Parkway eastbound bridge over the Wabash River (des #1401287)  
New Trail Construction*

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Phase	Year	Federal Funds	Federal	Local	Total
PE	2021	CRRSAA	\$187,000	\$46,750	\$233,750

**RECOMMENDATION:**

Staff recommends approval of this amendment to the FY 2020-2024 Transportation Improvement Program by adoption of the attached Resolution T-21-06.

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TIP Amendment # 32  
June 7, 2021

Requested by City of West Lafayette

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Planning for Tippecanoe County, Lafayette, West Lafayette  
Battle Ground, Clarks Hill, and Dayton

David Hittle, AICP, Executive Director

## Area Plan Commission of Tippecanoe County, Indiana

June 7, 2021

Ref. No.: 2021-127

Susie Kemp, Local Program Director  
INDOT Crawfordsville District  
41 West 300 North  
Crawfordsville, IN 47933

Dear Susie:

By this letter I am administratively modifying the FY 2020-2024 and FY 2022-2026 TIPs. This modification follows up a May 13, 2021, amendment which programmed \$187,000 in Coronavirus Response and Relief Supplemental Appropriations Act funds (CRRSAA) to the preliminary engineering phase of the Sagamore Parkway Trail project, des #1401287. This modification changes the fiscal year from 2021 to 2022 in the FY 2020-2024 TIP and programs the information in the FY 2022-2026 TIP.

Please call if you have any questions or need additional information.

Sincerely,

David Hittle  
Executive Director

cc Mitchell Lankford  
Carla Sheets  
Justin Sergent  
Stephani Vermillion

